

GOALS



1775 ANNIVERSARY NUMBER 1936

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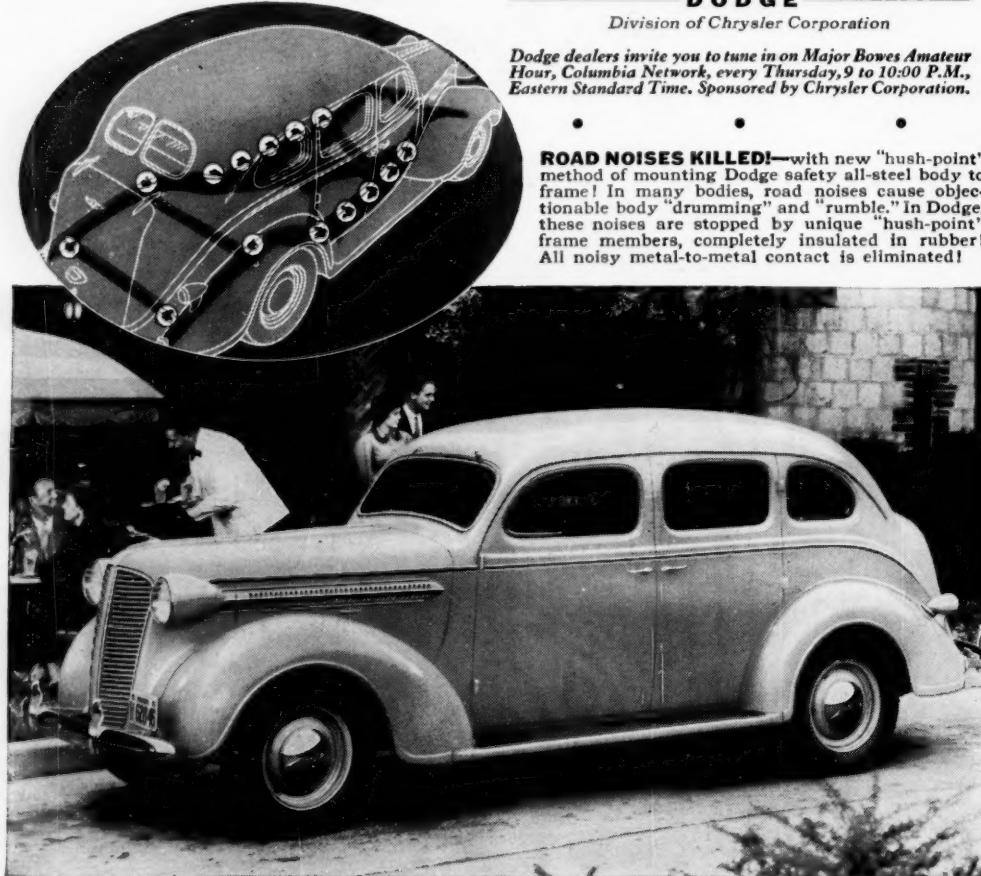
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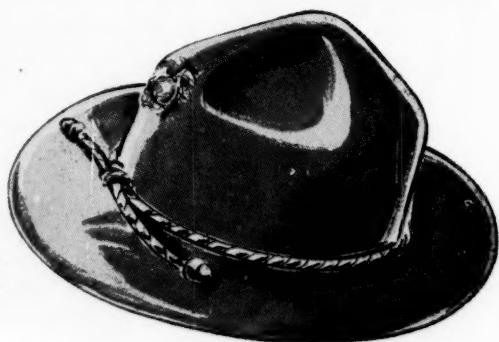
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# THE MARINE CORPS GAZETTE

## WASHINGTON, D. C.

Vol. 20

NOVEMBER, 1936

No. 4

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NOTE: \* Prize Essays.

### COVER

\*Marine Corps Uniforms of the Mexican War Period

\*Drawn by Lieut. D. L. Dickson, U.S.M.C.R.

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PATRONIZE OUR ADVERTISERS

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ORGANIZED APRIL 25, 1913, AT GUANTANAMO BAY, CUBA

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**OBJECT OF ASSOCIATION**—"The Association is formed to disseminate knowledge of the military art and science among its members; to provide for the improvement of their professional attainments; to foster the spirit and preserve the traditions of the United States Marine Corps; and to increase the efficiency of its members."—Section 2, Article 1, of the Constitution.

**CONDITIONS OF MEMBERSHIP**—Active membership open to officers of the United States Marine Corps and Marine Corps Reserve and to former officers of honorable service with annual dues of \$3.00. Associate membership, with annual dues of \$3.00 open to officers of the Army, Navy and Organized Militia and to those in civil life who are interested in the aims of the Association. Honorary members shall be elected by unanimous vote of the Board of Officers.

Associate membership, with annual dues of \$3.00, including yearly subscription to THE MARINE CORPS GAZETTE, open to enlisted men of the Marine Corps of the first pay grade.

**CONTRIBUTIONS**—The GAZETTE desires articles on any subject of interest to the Marine Corps. Articles accepted will be paid for at the GAZETTE'S authorized rates. Non-members of the Association as well as members may submit articles. In accepting articles for publication, the GAZETTE reserves the right to revise or rearrange articles where necessary.

All communications for the Marine Corps Association and THE MARINE CORPS GAZETTE should be addressed to the Secretary-Treasurer, Marine Corps Association, Headquarters, U. S. Marine Corps, Washington. Checks for payment of dues should be made payable to the Secretary-Treasurer.

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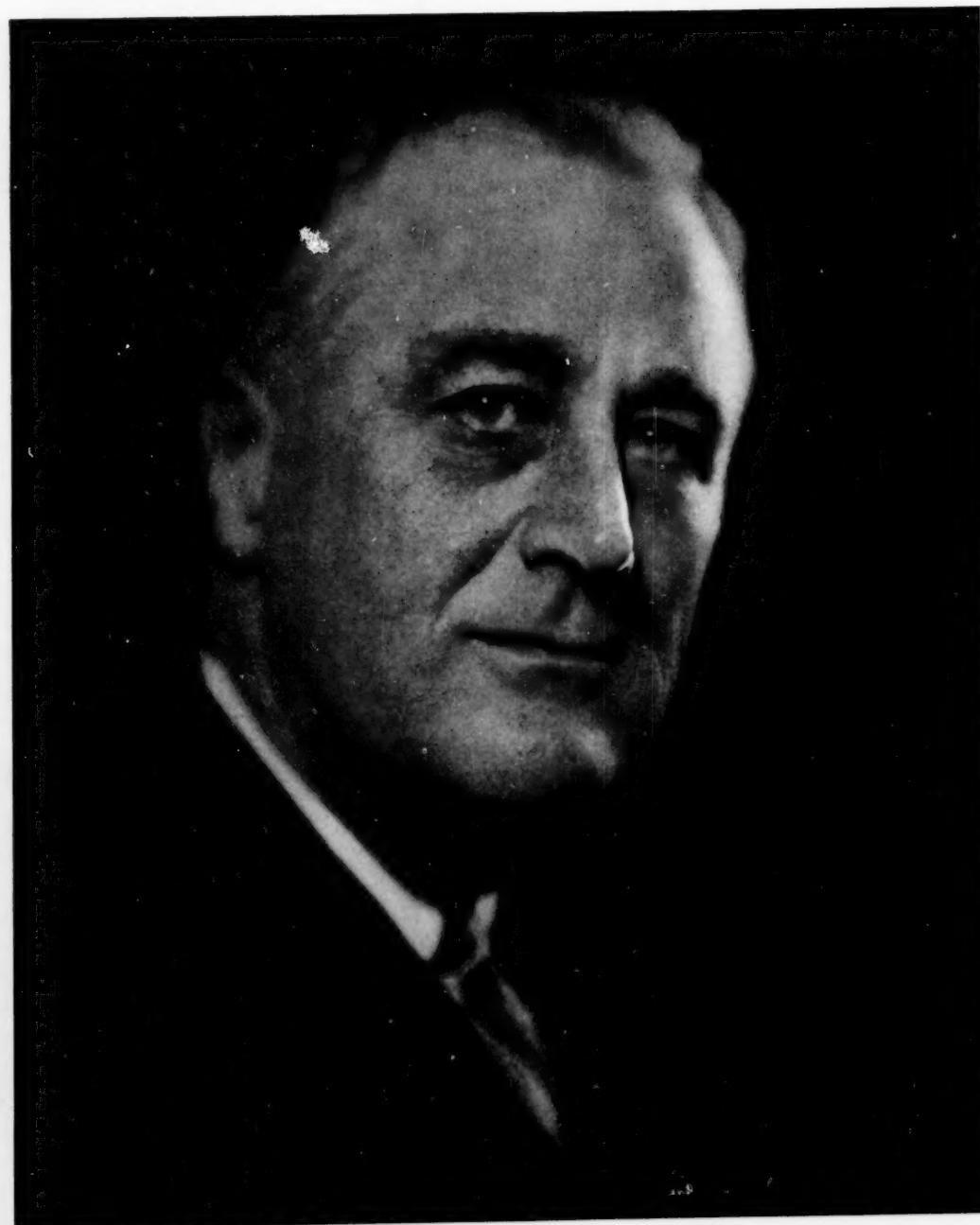
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The Commander-in-Chief

# THE MARINE CORPS GAZETTE

NOVEMBER, 1936

## MAJOR GENERAL JOHN H. RUSSELL, U. S. M. C.

■ On December first Major General John H. Russell, U. S. Marine Corps, will retire from active service, having attained the age of sixty-four years on the fourteenth of November.

This closes the active service of a distinguished officer who has figured prominently in the affairs of the Marine Corps throughout his career from second lieutenant to The Major General Commandant.

Major General John H. Russell was born in California November 14, 1872, and was appointed to the United States Naval Academy by President Cleveland in May, 1888. He was graduated from the Naval Academy in June, 1892, and after two years at sea passed his final examinations and was transferred to the Marine Corps as a second lieutenant on 1 July, 1894.

Upon appointment as an officer in the Marine Corps he attended the School of Application, Marine Barracks, Washington, D. C., graduating therefrom in 1895, and was retained for another year at the School to conduct a class for non-commissioned officers.

Promotion to successive grades in the Marine Corps followed: First Lieutenant, 10 August, 1898; Captain, 3 March, 1899; Major, 6 June, 1906; Lieutenant Colonel, 29 August, 1916; Colonel, 26 March, 1917; Brigadier General, 1 January, 1922; Major General, 1 September, 1933, and Major General Commandant on 1 March, 1934.

To mention but a few of the outstanding tours of duty performed by General Russell during his service in the Marines the following are selected:

In 1896 he joined the USS *Massachusetts*, North Atlantic Squadron, serving on board until after the Spanish-American War. The Commanding Officer of the *Massachusetts* addressed a letter to the Secretary of the Navy commenting favorably on the conduct and performance of duty of John H. Russell in action and recommending recognition thereof by the Navy Department.

He next performed duty in Guam and upon his return to the United States was placed in charge of the School of Application for Officers at the Marine Barracks, Washington, D. C. Following this tour and also duty at several navy yards, he was ordered to command the Marine Detachment, USS *Oregon*, remaining on board from 23 September, 1902, to 26 March, 1904. His next shore duty was in command of the school for young officers established at the Marine Barracks, Annapolis, Md. In 1906 he was transferred to the Marine Barracks, Naval Station, Honolulu, T. H. From that duty

he was ordered to Camp Elliott, Panama Canal Zone, to command the Marines at that station.

In September, 1908, he joined the Naval War College, Newport, R. I., for duty as a member of the staff of that college, remaining until 1910, and it was during his tour of duty at the Naval War College that the "applicatory method" of instruction was put into effect.

He commanded the Marine Detachment, American Legation, Peking, China, from 14 November, 1910, to 30 April, 1913. The change in the Chinese government from an empire to a republic, which took place during this period, and the attendant disorders in and around Peking made this tour of duty particularly interesting and difficult.

Upon his return to the United States he was assigned duty in the Office of Naval Intelligence, Navy Department, where he served until 1917, with the exception of a tour of temporary duty from April 30 to December 5, 1914, commanding the 2nd Battalion, 3rd Regiment, U. S. Marines at Vera Cruz, Mexico, being on detached duty with the Army during that period.

Early in March, 1917, he assumed command of the 3rd Regiment, with headquarters in Santo Domingo City, Dominion Republic, and within a short period of time he was detached and ordered to command the 4th



Regiment of Marines with headquarters at Santiago de los Caballeros, where he remained until October, 1917, when he was detached and ordered to the Republic of Haiti, to command the Marine Brigade serving in that country. He served in that capacity until 7 December, 1918.

His repeated efforts for detachment to serve in France were finally successful, but delay in arrival of his relief in Haiti did not permit transfer from Port au Prince until after the armistice was signed.

On arrival in Washington he was ordered to duty in command of the "Planning Section" at Headquarters Marine Corps, and served in that capacity until September, 1919, when he was again ordered to duty in Haiti to command the First Brigade of Marines, serving in that capacity until 11 February, 1922, when, upon the unanimous recommendation to the President by a U. S. Senate Committee that had been investigating affairs in Haiti, he was appointed American High Commissioner to Haiti with the rank of Ambassador Extraordinary. General Russell served with distinction in Haiti as High Commissioner until 12 November, 1930. While High Commissioner to Haiti he lost none of his responsibility or authority as Senior Officer Present.

Upon his return to the United States he was assigned to duty as Commanding General, Marine Corps Base, San Diego, Calif., and was transferred to command the Quantico, Virginia, barracks, December, 1931, and

was detailed Assistant to the Major General Commandant at Headquarters Marine Corps 1 February, 1933. General Russell was appointed Commandant of the Marine Corps 1 March, 1934, and remained on duty at Marine Corps Headquarters until the date of his retirement.

In addition to numerous letters of commendation on his excellent performance of duty during his long service in the Marine Corps, General Russell has been awarded the following decorations and campaign insignia:

Distinguished Service Medal, 17 December, 1930, for service in the Republic of Haiti.

Navy Cross, 11 November, 1920, for services during the World War.

Haitian Medaille Militaire, 28 April, 1920.

West Indies (Sampson) Medal.

Spanish Campaign Medal.

Expeditionary Medal with numeral number four for service in Panama 1908, China 1911, Santo Domingo 1917 and Haiti 1921.

Mexican Service Medal, for service in Mexico in 1914. Victory Medal with West Indies Clasp.

Haitian Campaign Medal, for service in Haiti 1919-1920.

The rank and file of the Corps wish General Russell many years of health and happiness on the retired list after his long and faithful service of more than forty-eight years.

## BRIGADIER GENERAL THOMAS HOLCOMB, USMC, APPOINTED MAJOR GENERAL COMMANDANT

■ On November 10th, the Secretary of the Navy announced that the President had approved the appointment of Brigadier General Thomas Holcomb, U.S.M.C., as Major General Commandant of the Marine Corps, relieving Major General John H. Russell, U.S.M.C., on December 1, 1936.

General Holcomb was born in Delaware August 5, 1879. He was appointed to the Marine Corps from Delaware and commissioned a second lieutenant April 13, 1900. On April 23, 1900, he was ordered to Brooklyn, N. Y., for instruction. Later, he was ordered to duty with the Marine Corps Rifle Team at Sea Girt, N. J.

In September, 1902, he was ordered to League Island, Pa., for duty with a company of Marines organized there for duty with a regiment on board the USS *Prairie*, for duty at Culebra, P. R. He was detached from duty with the battalion serving with the North Atlantic Fleet on April 13, 1903, and ordered to Headquarters, U. S. Marine Corps.

On August 22, 1903, he was promoted to a first lieutenant and ordered to duty with the Rifle Team at the Marine Barracks, Washington, D. C. He was ordered to report to Major C. A. Doyen, U.S.M.C., at Headquarters, U. S. Marine Corps, for duty as adjutant of a battalion organized for service in the Philippines, on March 3, 1904. Arriving at Olongapo, P. I., April 16, 1904, he remained on duty there until he was ordered to the U. S. Legation Guard, Peking, China, on September 12, 1905.



General Holcomb returned to the States on the Army Transport *Sherman* and reported at Headquarters, U. S. Marine Corps, on January 5, 1907. Promoted to the rank of captain on May 13, 1908, he returned to Peking on December 12, 1908. On July 27, 1910, he reported to the American Minister of the Peking Legation for duty as Attaché to the Legation and for the study of the Chinese language. He was ordered to Boston, Mass., and reported on June 18, 1911.

He again returned to Peking, China, reporting on December 31, 1911, as an Attaché for the purpose of studying the Chinese language. Returning to the States in June, 1914, he was ordered to Headquarters, U. S. Marine Corps, and made an aide to the Major General Commandant.

He was promoted to the rank of major on August 29, 1916, and on August 14, 1917, he assumed command of the Second Battalion, Sixth Regiment, at the Marine Barracks, Quantico, Va.

Sailing from Philadelphia, Pa., on January 20, 1918, with the Sixth Regiment, he arrived in France on February 6, 1918. He commanded the Second Battalion, Sixth Regiment, on the Toulon Sector, Verdun Front, in March, 1918.

He participated in the Aisne-Marne Defensive (Chateau Thierry) June 1 to July 5, 1918, and Aisne-Marne Offensive (Soissons) July 17 to 21, 1918.

He was promoted temporarily to lieutenant colonel on July 1, 1918.

As second in command of the Sixth Regiment, he participated in the St. Mihiel Offensive, September 12 to 16, 1918; the Meuse-Argonne Offensive (Champagne) October 1 to 9, 1918; the Meuse-Argonne Offensive (Argonne Forest) November 1 to 11, 1918; and the March to the Rhine, November 17 to December 13, 1918.

He returned from France in August, 1919, and was

on duty at Headquarters, U. S. Marine Corps and Marine Barracks, Quantico, Va., until August, 1922.

General Holcomb graduated as a distinguished graduate from the Command and Service Schools, Fort Leavenworth, Kansas, in June, 1925.

He was on duty in the Operations and Training Section, Headquarters, U. S. Marine Corps, until June, 1927, when he was ordered to the Marine Detachment, American Legation, Peking, China.

Appointed a colonel on December 22, 1928, he returned from China in February, 1930, and was ordered to the Naval War College, Newport, R. I., graduating from that college in June, 1931.

The next year, General Holcomb attended the Army War College, Washington, D. C., graduating in June, 1932.

In 1932, he was assigned duty in the office of Naval Operations, Navy Department, and continued in that office until he was ordered to Quantico, Va., as Commandant of the Marine Corps Schools on January 7, 1935. He was appointed a brigadier general on February 1, 1935.

General Holcomb has the following named medals and decorations:

Navy Cross  
Silver Star with three oak leaf clusters  
Purple Heart  
Expeditionary Medal  
Victory Medal  
Legion of Honor (France)

Croix de Guerre with three palms (France).

Brigadier General Holcomb will take the oath of office as Major General Commandant of the Marine Corps at eleven o'clock on the morning of December 1, 1936, in the office of the Secretary of the Navy, Navy Department, Washington, D. C.

## SELECTION FOR PROMOTION

■ On November 30th, a board of six general officers will convene at Headquarters, U. S. Marine Corps, for the purpose of recommending for promotion eligible officers of the ranks of colonel, lieutenant colonel and major.

It is probable that this board will recommend for promotion: one colonel to brigadier-general, three lieutenant colonels to colonel, thirteen majors to lieutenant colonel.

No announcement has been made regarding the junior selection board. A board may be ordered to convene in January, 1937, for the selection of junior officers, and if one is so ordered, it will most likely only consider first lieutenants to the grade of captain. There are some thirty odd captains on the promotion list who have not made their numbers. Should this January junior selection board not consider captains for promotion to the grade of major, it will be necessary to convene a board later on in the year, for that purpose.

Department of the Navy, Washington

Oct. 24, 1936.

To: Major General Charles H. Lyman, U. S. Marine Corps, President, Senior Selection Board, U. S. Marine Corps, Navy Department, Washington, D. C.  
Subject: Senior Selection Board, U. S. Marine Corps.

1. A Selection Board, consisting of yourself as President, and the following-named officers as additional members, viz.:

Major General Louis McC. Little, U. S. Marine Corps, Brigadier General Richard P. Williams, U. S. Marine Corps, Brigadier General Thomas Holcomb, U. S. Marine Corps, Brigadier General James T. Buttrick, U. S. Marine Corps, and Brigadier General John C. Beaumont, U. S. Marine Corps, and of Lieutenant Colonel Leo D. Hermle, U. S. Marine Corps, as recorder, is hereby ordered to convene at the Navy Department, Washington, D. C., on Monday, 30 November, 1936, or as soon thereafter as may be practicable, for the purpose of recommending for promotion eligible officers of the ranks of colonel, lieutenant colonel, and major, in accordance with the Act of May 29, 1934, as amended by the Act of May 1, 1936.

2. The following oath or affirmation will be administered to the recorder by the President of the Board:

"You, Leo D. Hermle, do solemnly swear (or affirm) that you will keep a true record of the proceedings of this Board."

The following oath or affirmation will then be administered to the President and the other members of the Board by the recorder:

"You, and each of you, do solemnly swear (or affirm) that you will, without prejudice or partiality, and having in view solely the special fitness of officers and the efficiency of the naval service, perform the duties imposed upon you as provided by law."

3. The names of all officers eligible for consideration for selection for promotion, together with their records, will be furnished the Board when it convenes. The Board is informed that such officers may not appear before the Board in connection with the consideration of their names.

4. The numbers of colonels, lieutenant colonels, and majors to be recommended by the Board for promotion to the next higher grade will be made the subject of a separate communication which will be attached to and made a part of this precept.

5. The proceedings of the Board will be conducted, in so far as may be practicable, in accordance with the provisions of Naval Courts and Boards. The report of the Board shall be signed by all the members and shall certify that the Board has carefully considered the case of every officer eligible for consideration by the Board, and that in the opinion of at least four (4) of the members, the officers therein recommended for promotion are the best fitted of all those under consideration to assume the duties of the next higher grade. In determining an officer's fitness for promotion, administrative staff duty performed by him under appointment or detail, and duty in aviation, or in any technical specialty, shall be given

weight by the Board equal to that given line duty equally well performed. The names of the officers recommended for promotion shall be entered in handwriting.

6. The Board may, in its discretion, designate for retention on the active list until the end of the next fiscal year, as authorized by section 7 of the Navy personnel act of March 3, 1931, any officer who has lost numbers or precedence and has been promoted after suffering such loss.

7. The members and the recorder of the Board and all persons through whose hands the record passes in its course to the President are enjoined to preserve the secrecy of the proceedings and recommendations of the Board, and to refrain scrupulously from divulging by any means to any person information thereof. The record of proceedings of the Board will be forwarded to the Judge Advocate General of the Navy, direct, but not before ten days have elapsed from the date of the convening of the Board.

CLAUDE A. SWANSON,  
Secretary of the Navy.

*NOTE: As the Secretary of the Navy has announced that Brigadier General Thomas Holcomb, USMC, will be appointed Major General Commandant on December 1, 1936, it is probable that Brigadier General Randolph C. Berkeley, USMC, will replace General Holcomb as a member of the selection board.*

## SELECTION AND TRAINING OF RECRUITS\*

FIRST LIEUTENANT WALLACE M. GREENE, JR., U.S.M.C.

■ A tree is no better than the soil which nourishes it. It is likewise true that an organization like our Marine Corps is no better than the men it recruits. For it is these same men who, like the soil the tree, are to nourish or to kill the reputation, tradition and efficiency which have made the pages of our history so brilliant throughout the years.

Most of us believe in this and yet, a tour of recruit depot duty is apt to prove something of a disillusionment in many ways. We are not, today, paying sufficient and careful attention to the selection and training of our recruits. There are several reasons for this.

In the first place we are not carrying our publicity campaign to secure enlistments home to enough of the right sort of boys. There are large areas of our country containing excellent recruit material which have not been tapped. True, there may be recruiting stations in or near these sections but the people in them have not been made conscious of the Marine Corps. In many cases they have only the faintest of ideas as to what it is or has to offer. Yet the recruiting officer may be sitting almost on their front door step.

Recruiting must be carried on with a punch if it is to have satisfactory results. Time, money and sweat, not vacations, must be spent on recruiting if our influx of new blood is to be good.

I, admittedly, have never been on recruiting duty. I realize that there are recruiting problems with which I am not accurately cognizant nor able to appreciate; but I have talked with and observed recruiters, both officers

and enlisted men. Above all, I have measured the material, the green recruit timber, which recruiters have cut and sent on to us in recruit depot. The true measure of any job is results and that is my yardstick for the first part of this article.

Too many times have I heard the wail of recruit depot personnel in effectively descriptive, if not printable, language, to the effect that certain recruiters should have a chance to bring through recruit training the men they were sending in to the depot. And I imagine that there is a reason for similar howling from the opposite side of the fence—for quotas must be filled, too.

But I believe quotas can be filled and with not too much difficulty, either, in depression days or prosperous ones, provided the Marine Corps is sold to the men we want. I do not pretend to say how this is to be done; I have not had the opportunity to find out. But I feel sure that there is a solution and that our recruit standards can be bettered.

Certainly, there is no reason for sending men to the depot with flat feet, defective eyes and ears, semi-paralyzed arms and legs, or of such low intelligence that it is self evident from merely glancing at them that they are near-morons, simply because a quota must be filled. Yet this is what continually happens and it is neither pleasant to see nor to handle on this, the receiving, end.

Unlike the naval training stations we cannot even get rid of such men by a simple and immediate discharge on the part of the commanding officer—there is a long and tedious process of survey or inaptitude discharge to struggle through.

Many times men must be discharged after reporting

\*First Prize Essay.

in to the depot because of a previous and concealed criminal record which has been uncovered through the fingerprint service of the Department of Justice. Time and money have been wasted in cases like these and an additional burden placed upon the recruit depot. It is my belief that such fingerprint checkage and elimination of undesirables should take place at the recruiting stations prior to the applicant's acceptance.

In spite of the differences in pay scale and promotion, the Marine Corps does have an attraction for the average boy which neither the Navy nor Army possesses. To him the Marine Corps spells adventure. It is up to us to capitalize to the maximum upon this invaluable aid to recruiting. A fertile field for such campaigning lies in the high school. The Navy Recruiting Service has realized this far better than we have.

Certain sections of the country invariably supply us with the best recruits. This fact should be appreciated and our recruiting efforts concentrated in these areas in order to get the best recruit material possible. Quite often men who prove to be excellent material have told us that they have been forced to travel hundreds of miles in order to enlist. They say that there are other boys in their home towns who want to enlist but who can't afford to make the long and sometimes doubtful journey to the nearest recruiting office. These are unexploited possibilities but to realize them adequately demands a closer tieup between recruit depot and recruiting service.

Often officers are detailed to recruiting duty who welcome the assignment as an anticipated vacation and who openly say so. Others have been passed over and are on the last leg of active duty, often with interest as well as career dying. More often recruiters, commissioned and enlisted, are sent to their posts with no accurate or adequate knowledge of what the recruit depot must have. They have not been properly trained or fitted for recruiting duty. Their basic training should have commenced in a tour of duty in the training depot. This appears logical but is not usually practiced.

So much for recruiting. I have tried to lay down fairly on this side of the problem the yardstick of my

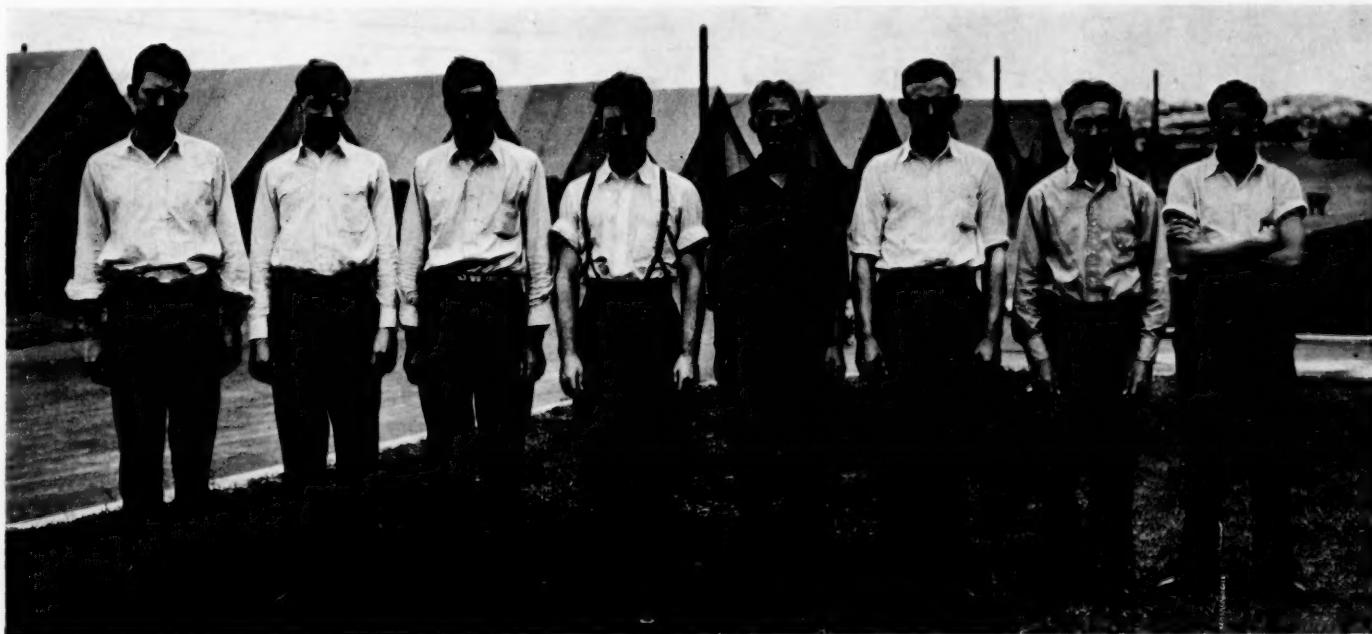
recruit depot experience and it is plainly evident to me that we are not doing a very good job at recruiting.

With the disdainful howls of the recruiters in our ears, let us step across now into territory with which we are accurately acquainted, that of the recruit depot and recruit training, and with a practiced and not jaundiced eye look about us while we weigh this other and equally important half of the question.

Our present training schedule is six weeks long plus an additional week or two for those men selected for sea duty. Recruit training should be of a minimum of eight weeks for all men, divided as follows: three weeks of basic training; three weeks of instruction in weapons and firing on the range; two weeks of sea school training and review of basic instruction prior to transfer. The length of the training period for our recruits is less than that of foreign countries. Our Navy spends twelve weeks on its recruits. It is possible to turn out a good Marine from average recruit material in 30 days using high pressure methods and the best of instructors and instruction material. In eight weeks however a recruit can be taught more thoroughly; he can assimilate more and he will have gained his sea legs prior to his transfer to a regular unit.

The schedule of instruction should be in detail but flexible and controlled by the officer in charge of instruction and the officer in charge of each platoon who by intimate and daily contact with recruit and schedule can modify the course of the latter to suit the progress of the former. The practice of dividing each day's schedule into half hour periods of instruction which present the instruction in a constantly related, varying and interesting way has been found to produce excellent response from the present day recruit. To illustrate this drill schedule a typical day is presented below.

The heart of the basic instruction period is close order drill. It is believed by some officers that in time of war close order drill could be profitably eliminated from the schedule of instruction for recruits. This is a serious mistake. Any military training and particularly that in wartime should produce the habits of instant obedience, coordination, control, confidence and fighting team spirit that only close order drill can give.



**—BEFORE—**

This is a typical group of eight recruits as they arrived at the Recruit Depot

Close order drill is not wasted. There is an important niche for it in our training schedule.

We no longer issue a Private's Manual to each of our recruits. From my observation, I believe we are in serious need of an up-to-date manual containing a detailed explanation of close order drill, interior guard duty, extended order, combat principles, and similar subjects in which every marine should be thoroughly grounded. This manual could be issued to the recruit when he drew clothing and could be used as a text book during his recruit instruction and as a reference source thereafter. Recruits today are eager to learn in this fashion. This system of instruction has been experimented with using mimeographed sheets and pamphlets and it produces surprising and excellent results. The cost should not be prohibitive, certainly not, in view of the results possible of attainment.

#### SECOND WEEK FRIDAY

##### Typical Day from Schedule of Recruit Instruction

| Period | Time      | Subject             | Remarks  |
|--------|-----------|---------------------|--|
| 121    | 0555-0610 | Physical Drill      | Under Arms   |
| 122    | 0800-0830 | Troop               |  |
| 123    | 0830-0900 | Drill               | Close Order  |
| 124    | 0900-0930 | Scout. & Patrol.    | Patrol Formations and Operations   |
| 125    | 0930-1000 | Scout. & Patrol.    | See Subsidiary Schedule No. 1  |
| 126    | 1000-1030 | Chemical Warfare    | See Subsidiary Schedule No. 1  |
| 127    | 1030-1100 | Chemical Warfare    | See Subsidiary Schedule No. 1  |
| 128    | 1100-1130 | Drill               | Close Order  |
| 129    | 1300-1330 | Drill               | Close Order. Heavy Marching Order  |
| 130    | 1330-1400 | Infantry Pack       | Heavy Marching Order Inspection on Field. Complete Inspection in One Period. |
| 131    | 1400-1430 | Bayonet             | See Subsidiary Schedule No. 2.   |
| 132    | 1430-1500 | Drill               | Close Order  |
| 133    | 1500-1530 | Bayonet             | See Subsidiary Schedule No. 2  |
| 134    | 1745-1815 | Interior Guard Duty | See Subsidiary Schedule No. 3  |
| 135    | 1815-1845 | Interior Guard Duty | See Subsidiary Schedule No. 3  |
| 136    | 1845-1915 | Manual of Arms      |  |

With a course of instruction carefully outlined, and with a suitable manual available the next important matter we have to consider is that of instructors. It is my belief that we do not pay enough care in the selection of our recruit instructors.

In the first place, an abundance of instructor material should be made available to the recruit depot. If the best non-commissioned officers in the Marine Corps could be made constantly available to the training depot we could turn out better recruits than we now do.

In addition, the non-commissioned officers who are made available at the present time often come to the recruit depot with little or no previous experience in handling recruits or at least sadly in need of brushing up on previous experience.

This necessitates the formation of a training school to be conducted by the officer in charge of recruit instruction or one of his assistants,—a school in which subject material, schedule and methods of instruction and handling could be carefully studied and made uniform. It is here in this training school for instructors that many of the non-commissioned officers selected for instructors could be judged as to their abilities and dropped, if unfitted, before they ever even reach the drill field. This training school would also serve as a means of constantly refreshing and introducing improvement in recruit instruction to instructors who would re-enter the school for a short period following the transfer of the platoon to which they had been attached. It is here in this proposed school that the progress of each platoon, the suitability and application of the training schedule, and individual faults of instructors could be studied and corrected.

After leaving this training school the new instructor should be attached to a platoon starting through training under an old and experienced instructor. After a reasonable time on the drill field an accurate opinion can be formed of the ability of the new man as an instructor. If he fails to deliver the goods he should be immediately transferred from the depot.

The hardest job in the Marine Corps today is that of successfully training our recruits. It demands knowl-



—AFTER—

This is the same group of eight recruits as they appeared at the end of their basic training period of three weeks

edge and experience and especially character and loyalty. Time and again have I seen a non-commissioned officer with an excellent record arrive at the depot from regular line duty and fail miserably as a recruit instructor. Either he could not apply himself to study; he could not handle recruits because of his personality; he could not learn to teach successfully what he himself knew; or he was unwilling to work hard. Nowhere else in our service does so much responsibility rest upon a non-commissioned officer as here at the recruit depot. Every platoon which passes through training under his guidance will mirror his ability and efforts for the remainder of its time in the Marine Corps. That is why hard, conscientious, and unremitting work is necessary on his part. That is why I say that this job is the hardest in the Marine Corps today. That is why I likewise believe that not only must our instructors be carefully selected and trained but the job should be made attractive to them by stabilization and increased pay and rank.

If a non-commissioned officer proves his worth as a recruit instructor he should know that his job is good for at least two years. It is self evident that such stabilization is necessary for a man to do his best and to accomplish the most. Reliefs for instructors should be made in an orderly way. A certain percentage should be relieved throughout the year leaving enough experienced men at all times in the depot to carry on the schedule efficiently and at the same time to indoctrinate and assimilate the newcomers. This likewise applies to recruit depot officers.

Another point that I feel strongly about is the constant interference of outside activities and units with recruit depot training and personnel. Numerous parades, tours of guard duty, boards, post exchange councils and similar extraneous activities totally foreign to the recruit depot area and program seem to be continually demanding time and attention of recruit depot instructors from their training schedule. This certainly is not efficient as anyone realizes who has seen its general effect on morale. A definite goal—excellently trained Marines—should be set for the personnel of the recruit depot. They should be given every opportunity to attain this goal and the recruits leaving their hands should be carefully gauged and reported upon. In this manner a strict responsibility may be demanded and secured of those appointed to train the incoming recruits.

In the outside world of business an outstanding man is rewarded with a better salary and position. A good recruit instructor is an outstanding man and he is outstanding not only for his work at the recruit depot but for his ability anywhere in the line. Gun captains and pointers are rewarded with extra pay for excellence in shooting, expert rifleman qualification brings five dollars additional to a man's pay, carpenters, painters and other specialists draw additional for their services, even messmen can earn their five dollars more each month. But to those men upon whom rests the far greater responsibility of making good marines of green recruits, of training and instilling Marine Corps spirit and tradition into men who are to make up our Corps, to make it good or bad, there is given no extra pay. No one of us can deny that they are highly deserving of such additional compensation.

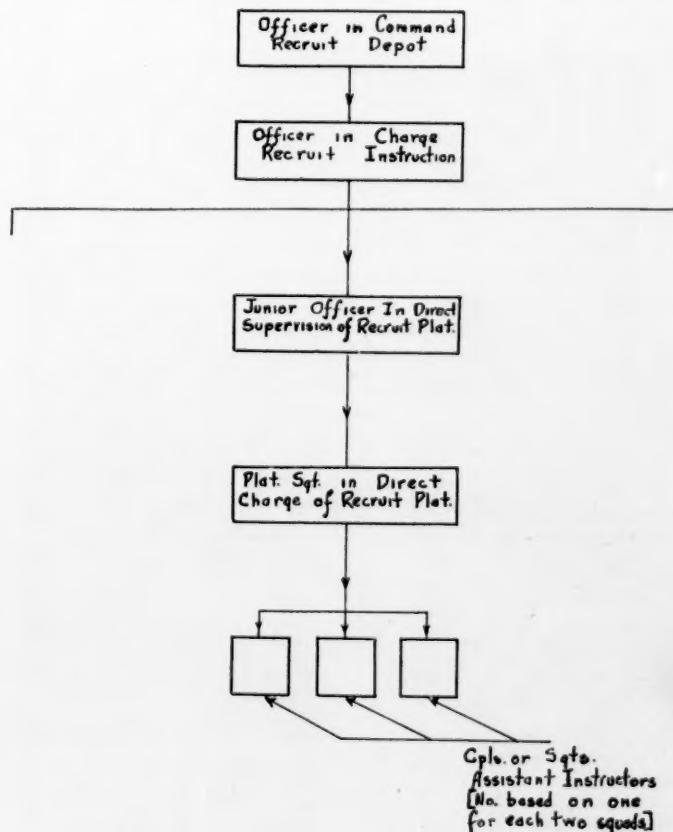
I consider that men selected as recruit instructors should likewise be ensured of promotion. This is an incentive to work hard and a reward for doing so. At

least a certain number of temporary warrants should be made available for recruit depots. An instructor making good would be advanced one grade and in addition would draw specialist pay during his stay in the depot.

Increased money and rank is not only an incentive and reward but what is more important a recognition of work well done.

To my mind the ideal personnel set-up for recruit instruction is as shown in the accompanying diagram. A trained junior officer should be in direct supervision of each recruit platoon. Under him there should be one platoon sergeant in charge of the platoons and one sergeant or corporal instructor for every two squads of recruits. The progress of the platoon would be carefully directed by the supervising officer. He could also take part in the instruction and be strictly accountable for its appearance, condition and progress. The officer in charge of recruit instruction could coordinate the movements of the platoons on schedule, the training school for instructors, keep an eye on schedule outline and exert a continuous inspection check on all platoons.

Instructors assigned to a platoon should take their platoon through their entire basic training period and rifle range schedule. Back from the rifle range the platoon should be turned over to an entirely new set of instructors for the last two weeks for a final polishing and different approach. Piecemeal instruction in the various training subjects by different instructors may appear conducive to teaching efficiency but it is not. Instructors must continuously remain with a platoon in order to know by constant contact and study the pecu-



ORGANIZATION OF INSTRUCTION  
FOR RECRUIT PLATOON

liarities of the individual recruit and by so doing to govern their instruction so as to bring out the best in each man.

There are numerous officers in the Marine Corps who have no adequate conception of the mission of problems of the recruit depot and recruit training. It would seem a sensible and practical idea therefore to send all junior officers from the Basic School to a recruit depot for a short tour of duty and training in the recruit instructors' school and on the field prior to their transfer to active duty elsewhere. Their value as junior officers would be correspondingly enhanced and instruction throughout the service would be standardized to correspond with basic training. Preliminary recruit depot duty should be an essential requirement for every officer and man prior to his assignment to recruiting duty.

Now as to our equipment for recruit training. In general it is good but we are neglecting many possibilities for improvement. I have discussed the need for a training manual and I now want to mention the moving picture.

During the basic training period recruits are in quarantine and during that time and much of the remainder of their training schedule their evenings are used for various sorts of instruction. During this period moving pictures offer an excellent and rapid means of teaching and at the same time a method of entertainment and relaxation.

By presenting in an interesting film each evening various phases of the work to be taken up on the following day the recruit is given a vivid picture of what he is to do and how to do it. He learns basic essentials through pictures which are the simplest and most efficient way of teaching groups of individuals. The movie, like the half hour changing instruction schedule, furnishes punch to a training program. The use of such movies in large scale wartime training operations would be of particular value. We have experimented with instruction of this type but we lack suitable up to date films of Marine Corps operations. Let the recruit depot make its own movies. We realize the enormous possibilities; let us do something with them.

Athletics, and by that, I mean boxing, wrestling, rough and tumble, hard rough games, bayonet and dagger, all of which bring out confidence and courage in a man, have not yet found their proper place in our training schedule. The wails from the dispensary and the letters from mothers worried over Joe Recruit's black

eye or sprained ankle outweigh the value, as obvious as the blackened eye or sprained ankle, that Joe is learning to take care of himself and the Marine Corps and developing within himself and his comrades the most vital gift that the recruit depot can give him—Marine Corps spirit. Watch a platoon come out from a period of rough and tumble and strike into another period of close order drill and then listen to them later while they are washing clothes or talking in the squad room and you will have a measure of the value of such things in the schedule.

In the range training of recruits combat firing should find its place. The elements of musketry and fire control and operations of the various infantry weapons in the field should be actually learned on the ground. I feel that there is time in three weeks at the range in which to teach these things.

One of a Marine's prime duties is service at sea and it is my thought, founded on observation ashore and afloat, that every recruit whether he is to be transferred immediately to sea or not should have the last period of his training in sea school. In my discussion I have allowed a period of two weeks for this training and this is sufficient time in which to indoctrinate a man with his sea-going duties as well as to brush up on close order drill and other parts of his basic training. This additional period of sea school training whether it is to be used immediately or not in sea service gives a new Marine a better conception of his duties and life in the Corps and makes him of more value to the service anywhere he may be. His training has been well rounded.

I am in no sense an iconoclast but from close personal experience it does seem as if we make so many useless feints and lost motions in our handling of recruits. Recruit training can be organized as accurately as an efficient factory system. Instead of the placing of bolts and the fastening of gadgets on machines as they pass by trained mechanics on moving assembly belts the appurtenances which make recruits into good Marines can be just as surely instilled into a man's heart and mind and body by trained and intelligent instructors acting along a well constructed training program and system.

This problem of recruit selection and training is the most vital in the Marine Corps in peace time or war because it is the most basic and essential. It is deserving of far more attention and study, intelligent organization and handling than we are now giving it. What are we going to do about it? I ask YOU.

## U. S. S. RALPH TALBOT

■ Destroyer No. 390 was christened "USS *Ralph Talbot*" by Mrs. Richard Talbot, mother of the late Lieutenant Ralph Talbot, U. S. Marine Corps, at 11:30 a. m., Saturday, October 31, 1936, as the vessel was launched at the Navy Yard, Boston, Mass.

Ralph Talbot was born January 6, 1897, in South Weymouth, Mass., and enlisted as a seaman, second class, U. S. Navy, on October 26, 1917. He was honorably discharged on April 7, 1918, to enroll as an Ensign, U. S. Naval Reserve. Enrolling in the Naval Reserve on April 8, 1918, he was assigned duty at the Naval Air Station, Miami, Florida.

Ensign Talbot was disenrolled from the Naval Reserve on May 25, 1918, to enroll as a second lieutenant in the Marine Corps Reserve Flying Corps. Enrolling on May 26, 1918, he was continued on active duty at Miami, Florida, and assigned to the First Marine Aviation Force.

On July 12, 1918, he was detached to Foreign Shore Expeditionary Service in France, embarking on the USS *DeKalb*; he sailed from Hoboken, N. J., with the First Marine Aviation Force on July 18, 1918.

Disembarking at Brest, France, on August 1, 1918, Lieutenant Talbot was assigned duty with the Northern Bombing Group.

Reporting to the Northern Bombing Group on August 7, 1918, he was attached to Squadron "C," First Marine Aviation Force, in France and from that date until October 25, 1918, when he was killed, he participated in many air raids into the enemy's territory.

Shortly before noon on Oct. 8, 1918, Talbot flew in a patrol of eight bombers to Thielt railway station at a height of 15,000 feet. The squadron dropped more than a ton of missiles on the objective and started home. Talbot was given the important assignment of protecting the rear during the return flight of the bombing planes. His machine was a De Haviland 4, with a Liberty motor, the fastest plane in the squadron.

While the home airport was still far away, nine Fokker planes of the Germans dived at Talbot as the first maneuver toward destroying the squadron. Talbot and his companion, Corporal Robinson, turned on the Germans, brought down one of their planes and engaged the others in a "dog fight" until the slower planes of the squadron had flown beyond pursuit. Then Talbot disengaged his airplane from the fight by a long dive and left the Germans far behind.

Four days later he fought a grueling battle with 12 enemy Fokker and Pfalz planes and deliberately drove close to the ground through enemy fire, in order to take his wounded companion, Robinson, to a hospital.

Once again Talbot and Robinson were the escort of a bombing group headed for the Belgian town of Pittham, where the Germans had established an important base and concentrated great stores of munitions and supplies.

The Germans were strongly prepared for attack, and again they made Talbot's plane their objective. Twelve of their planes bore down upon him. They appeared suddenly out of the mist, shooting as they came; eight of them closed in on one side, four on the other. It was their plan to catch the Yankees in a trap. Both men had machine guns. After Robinson sent one Fokker to the ground and was about to send another, his gun jammed, and at the same instant half a dozen German bullets smashed Robinson's arm. After a few moments Talbot's gun also jammed after he had shot down a second German plane. Meanwhile Robinson was wounded through the hip and stomach.

With all guns useless, Talbot turned on an enemy plane, and, by a magnificent bluff, forced the pilot to dive from his attack. Robinson's body fell across the controls and the plane dived to within 100 feet of the ground before Talbot could lift Robinson away and gain control of the plane.

The Germans, though far behind, were following to finish the job. There was a bare chance that Talbot might slide out to sea and reach the airdrome behind the allied lines. There was no hospital there, however, and Talbot could see that his companion needed more than first aid treatment.

On the slight chance that Robinson might still be alive, Talbot turned his plane south in the direction of the nearest Allied hospital. He knew that the route led over the heart of the German lines. Because of the swift advance of the enemy he could not climb, so he started on a wild flight across the country, twisting and turning to avoid trees and buildings.

One German plane was close on his trail, and he could feel the bullets from its guns enter the body of his weakened craft. As he sped near the surface of the ground, the German soldiers he passed took a shot at him.

Over the front line trench a score of German batteries

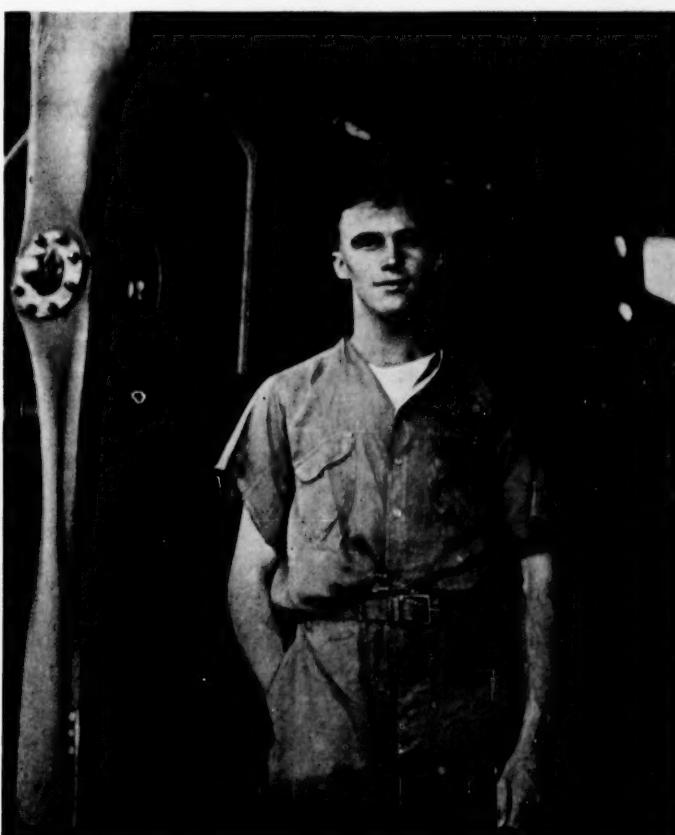
were laying down a drum fire on the portion he must cross. The German planes were close behind, and he could not turn back, without a certainty of being shot down.

He threw the throttle of the machine wide open, and raced through the storm of bursting shells. Almost choked by the fumes, he slipped through the barrage un-hurt, and landed Robinson at the hospital. Surgeons said that his action in getting Robinson to them undoubtedly saved the man's life.

On October 25, 11 days later, Talbot took off for a flight. As he left the ground the tail of his plane was caught in a swirling air pocket. Before he could right the machine it crashed on the field and burst into flames. Lieutenant Talbot was wedged in the wreck and was unable to free himself.

Lieutenant Talbot was awarded the Congressional Medal of Honor, posthumously, on 11 November, 1920, for service above and beyond the call of duty during the World War, the following citation accompanying the award:

"For exceptionally meritorious service and extraordinary heroism while attached to Squadron "C," First Marine Aviation Force, in France. He participated in numerous air raids into enemy territory, and on October 8, 1918, while on such a raid, he was attacked by nine enemy scouts, and in the fight that followed, shot down an enemy plane. Also, on October 14, 1918, while on an air raid over Pittham, Belgium, Lieutenant Talbot and one other plane became detached from the formation due to loss of power by motor, and were attacked by twelve enemy scouts. During the severe fight that followed his plane shot down one of the enemy scouts. His observer



RALPH TALBOT

was shot through the elbow and his gun jammed. He cleared the jam with one hand while Lieutenant Talbot maneuvered to gain time, and then returned to the fight. The observer fought on until shot twice in the stomach and once in the hip. When he collapsed, Lieutenant Talbot attacked the nearest enemy scout with his front guns and shot him down. With his observer unconscious and his motor failing he dived to escape the balance of the enemy and crossed the German trenches at an altitude of fifty feet, landing at the nearest hospital, and left his observer and returned alone to his aerodrome."

The USS *Ralph Talbot* is one of the newer type vessels built to bring the Navy up to Treaty strength. She is 341 feet, 4 inches long; 35 feet, 6 inches beam; 10 feet, 8 inches draft, and has a standard displacement of 1,500 tons. She carries a complement of 8 officers and a crew of 150 men. Her engines develop 50,000 h. p., and she can move at a speed in excess of 40 knots per hour.

## FINAL REPORT OF MAJOR GENERAL COMMANDANT\*

1. In view of my impending retirement for age, as of 1 December, 1936, I feel it appropriate to submit a report of the principal events of my administration as Major General Commandant. The period covered is from 1 March, 1934, to date. The report contains certain recommendations considered to be of value to the service, and certain other observations which, being on the eve of retirement, I feel that I may offer with propriety.

### SELECTIVE SYSTEM OF PROMOTION FOR OFFICERS

2. Promotion of Marine officers, prior to the Act of 29 May, 1934, was by seniority, except in the advancement of colonels to the rank of general officers. Normal attrition, upon which the rate of promotion was entirely dependent, amounted to only about 2½ per cent a year. There was a law providing for the involuntary retirement at the age of 56 years of colonels whose names were not on an eligible list either for promotion to brigadier general of the line or for appointment as head of a staff department, but this was to an extent nullified by the practice of placing colonels on an eligible list when they reached that age. At one time, half the colonels of the Marine Corps were on the list, and few were retired for age in grade. Accordingly, this did not appreciably accelerate promotion.

3. In consequence of the seniority system the majority of Marine officers had become, or were becoming beyond the age for useful employment in the grades they occupied. Vacancies in the upper grades did not occur with sufficient frequency to provide a flow of promotion, and the condition was accentuated by the fact that, in the readjustments following the World War, many officers were retained who were already over-age for their grades. There were captains 50 to 60 years old, and lieutenants proportionately over age. Many officers suffered from physical ailments grave enough to reduce their mental alertness and physical stamina, while not sufficient to retire them. This situation, particularly in the junior grades, is dangerous. A captain should be not older than 36 years and possess endurance equal to that of his strongest men. He must lead the day's march, and while at the end of it his men may rest, he must stay on his feet to care for them and see to the security of the camp. The actual rate of progression, prior to the Act of 29 May, 1934, was so retarded that many excellent and able young officers would

have been retired for age while still serving in the grades of captain and major. This condition of stagnation was particularly discouraging to the junior officers and their morale was impaired by it. Furthermore, it was a condition which grew steadily worse.

4. Aside from the considerations of stagnation of promotion and over-age in grade another serious defect of the seniority system was that an able, zealous, active and efficient officer could not be promoted over the head of another who lacked such qualifications. Mediocre officers were promoted as rapidly as the most efficient and there was no incentive to excel. There was, among the majority of officers, a general recognition of the gravity of the situation and an increasing conviction that, in the interests of efficiency, there should be, within reasonable standards, reward for merit and elimination of unfitness.

5. The Navy, when confronted with a similar situation in 1916 found remedy in the adoption of the selective system of promotion. Basing on the Navy's successful experience, the Marine Corps recommended legislation along the same lines which was enacted into law on 29 May, 1934. Unfortunately, a clause had to be included in that bill which prevented the elimination of officers not selected for promotion in the grades of major and lieutenant colonel. This retarded promotion until on 1 May, 1936, the clause was repealed. The Marine Corps personnel law is now in all essential respects similar to that of the line of the Navy. After a little more than two years of operation, the selective system has already increased the efficiency of the Corps. The age-in-grade condition, although not entirely corrected, is improved and Marine officers generally exhibit a keener interest in their profession and display eagerness to fit themselves for further advancement.

### SELECTION OF MAJOR GENERALS

6. Under the present law, major generals are selected from brigadier generals of the line by a board composed of nine (9) rear admirals of the Navy.

7. It is obvious that selection of major generals for the Marine Corps should be made by a board composed of Marine officers. Unfortunately, there are not a sufficient number of major generals to compose a selection board. Consequently, it was necessary to turn to a Navy board. The law does not permit a mixed selection board of Navy and Marine officers. While the two Navy selection boards composed of rear admirals that have selected Marine officers for promotion to major generals have performed their duties

\*With minor changes from original text.

in a most conscientious, thorough, efficient and satisfactory manner, it is felt that their contacts with and knowledge of the officers eligible for selection are decidedly limited.

8. In view of the above, it is earnestly recommended that a bill be drafted and presented to the 75th Congress to remedy this situation. In my opinion, the selection board for the selection of major generals from brigadier generals of the line should be composed of as many major generals of the Marine Corps, exclusive of the Major General Commandant, as may be available, and of a sufficient number of rear admirals of the Navy to bring the membership of the board to nine. The Major General Commandant is excluded for the reason that his actual rank may be that of colonel or brigadier general.

#### INVOLUNTARY RETIREMENT OF GENERAL OFFICERS

9. While the selective system in the Marine Corps, now similar to that of the line of the Navy, has been applied with excellent results through the two years since its adoption, I feel that one factor has been overlooked. In the Navy, there are enough annual retirements among flag officers to insure a flow of promotion from the higher grades to flag rank. The number of Marine general officers, however, is very small and retirement from that rank relatively slow. At the present time a number of years may pass without a vacancy.

10. To remedy this condition and to create a steady flow of promotion to the grade of general officer as well as in the lower grades, it is recommended that legislation be obtained to insure an average of two vacancies in that grade each year.

#### RANK OF THE MAJOR GENERAL COMMANDANT

11. The Commandant of the Marine Corps is commissioned as the "Major General Commandant" and is appointed for four years. He may be a colonel or above in rank. As Commandant of the Marine Corps he is the head of that organization and its senior officer. He has executive as well as administrative duties. As a major general, the Commandant of the Corps ranks with rear admirals of the Navy and with major generals of the Army, but often he is junior by date of precedence to many such officers on duty in Washington. The Army has a Chief of Staff with the rank of general; the Navy has a Chief of Naval Operations with the rank of admiral. Both of these officers hold this rank during their tenure of office. It is felt that, for the prestige of the Marine Corps its Commandant should have rank placing him in an appropriate position relative to the senior officers of the other branches of the service.

12. For example, if a brigadier general were appointed Major General Commandant of the Corps, he would be junior to all rear admirals of the Navy and all major generals of the Army with prior dates of rank. However, by Title 34, Section 629, U. S. Code, he is the senior officer of the Marine Corps and consequently would outrank all the major generals of the Corps. Some of these major generals unquestionably would be senior to some of the rear admirals of the Navy. Let us now suppose that

the Secretary of the Navy assigned to board or other duty two rear admirals, two major generals of the Marine Corps, and the Major General Commandant. The Major General Commandant would be, by law, senior to the two major generals but, having just been appointed Major General Commandant from the rank of brigadier general, would be junior to the rear admirals. On the other hand, the major generals might well be senior to the rear admirals. Thus, an anomaly.

13. In the British service the officer occupying the corresponding position to the Major General Commandant has the rank of lieutenant general. It is my firm opinion, from my experience as Commandant of the Marine Corps, that the officer so serving should have the rank of lieutenant general. I strongly recommend that action with this end in view be taken within the immediate future.

#### SELECTION OF THE MAJOR GENERAL COMMANDANT

14. I have served in the Marine Corps longer than any officer now on its active list, and my assignments have covered every phase of Marine Corps duties. I feel qualified, therefore, to register my opinion as to the future selection of Commandants.

First—I believe that no officer should serve as Commandant for more than one detail of four years;

Second—In the selection of officers to the office of Major General Commandant, I feel that the gravest consideration should be exercised. The detail should not be made on the basis of prior service, however distinguished that service might be, but on the sole ground of present and potential efficiency.

15. By law, the Major General Commandant may be chosen from the list of active officers above the grade of lieutenant colonel. A similar law defines those naval officers eligible for appointment as Chief of Naval Operations. In practice, the officer named to the latter office usually stands well down on the list of flag officers.

In other words, it is my considered judgment that seniority should not be the controlling factor in the selection of the Commandant of Marines. Whether the officer selected be the senior major general of the Corps or a brigadier general, efficiency should be the governing factor in his appointment.

#### HEADS OF STAFF DEPARTMENTS

16. In order that there may be wider opportunity for officers to become heads of staff departments, it is my opinion that the heads of such departments should not be re-detailed. According to law they revert to their former rank upon expiration of detail. However, I recommend that legislation be enacted to permit such officers, at any time after reverting in rank, to retire with the rank of the grade held as head of the staff department in which they served.

#### THE FLEET MARINE FORCE

17. The general naval policy of the United States assigns to the Marine Corps the important mission of providing forces to assist the United States Fleet. In order to carry out this mission the Fleet Marine Force was established as a unit of the United States Fleet in the latter part of the administration of my predecessor, Major General Ben H. Fuller.



18. During the past three years the Fleet Marine Force has participated in Fleet Problems and Exercises. This training has accomplished much toward the development of that detailed coordination so essential to successful amphibious operations. The inclusion of the Fleet Marine Force as a task group of the United States Fleet has greatly increased the radius of action of our naval forces.

19. The complicated problems of amphibious operations have engaged the attention of the Marine Corps throughout its existence, and every Commandant before me has held adequate preparation for such employment to be his first concern. The increasing complexity of modern war has enlarged the scope of all tactical and strategic conceptions and increased their difficulties. It is felt, however, that our present educational and training system, our procurement program, and our organization are now properly coordinated in their several functions, and are correctly directed towards the desired end.

#### RE-ESTABLISHMENT OF THE FIFTH AND SIXTH MARINES

20. On 14 August, 1934, the Major General Commandant issued an order re-establishing the Fifth and Sixth Marines as active regiments for service in the Fleet Marine Force. These famous regiments constituted the Fourth Brigade of Marines in France. After the World War, the Fifth Marines served in the Nicaraguan campaign, and the Sixth Marines was a unit of the expeditionary force in China. Upon their return to the United States they were disbanded. Much senti-

mental value attached to the re-establishment of these historic units, and favorable notice was accorded by the press throughout the United States.

#### PROCUREMENT OF MATERIEL FOR FLEET MARINE FORCE

21. The United States naval policy approved by the Department on 10 May, 1933, provided that the Marine Corps be maintained at a strength sufficient to furnish, in emergency, a force of Marines for employment as an integral unit of the Fleet. As previously stated, the Fleet Marine Force was organized and placed on a permanent basis to fulfill this requirement. Since it is found impracticable to maintain the Fleet Marine Force at war strength in normal times, the organization, training and equipment of the Force are planned and executed with the view of rapid expansion from a peace to a war organization in the event of a national emergency. The nuclei of its component parts are held in being, always with a view to this expansion.

22. Realizing that, in emergency, insufficient time is available for the procurement of weapons and equipment to arm the added increments, a study was made of the materiel necessary to modernize the Fleet Marine Force and to make it possible for this Force to embark on its mission without delay, and in a satisfactory state of readiness to carry out its task as a unit of the Fleet. As a result of this study, Headquarters Marine Corps has drawn up a procurement program for the Fleet Marine Force, covering a procurement period of five years, and satisfactory progress on its accomplishment is being made.

#### INCREASE IN OFFICER AND ENLISTED STRENGTH

23. During the fiscal year 1936 funds were appropriated by Congress to increase the officer strength of the Corps from 1,023 to 1,074, the increase providing additional officers for aviation duty and for new units of the Fleet Marine Force.

For the fiscal year 1937 an appropriation was granted increasing the enlisted strength from 16,000 to 17,000 men. The thousand men so obtained are needed to furnish Marine detachments to new ships, and to the Fleet Marine Force. No increase in officer personnel was granted, but provision was made for the retention of 114 additional numbers in the grades of first lieutenant and captain, under the provisions of the Navy Personnel Act of 22 July, 1935.

#### LANDING OPERATIONS MANUAL AND MANUAL OF SMALL WARS OPERATIONS

24. The Marine Corps Schools at Quantico, Va., have for some years studied, in addition to their routine work, the requirements involved in overseas landing operations. Since definite results were

ADDRESS REPLY TO  
THE SECRETARY OF THE NAVY  
AND REFER TO INITIALS  
AND NO.

#### NAVY DEPARTMENT WASHINGTON

10 November 1936.

**From:** Secretary of the Navy  
**To:** The Major General Commandant,  
United States Marine Corps.  
  
**Subject:** One Hundred Sixty-First Anniversary  
of United States Marine Corps.

1. It affords me great pleasure on the One Hundred Sixty-First Anniversary of the Marine Corps to extend, through you, to the entire Corps my sincere congratulations on the years of useful achievement already completed and my every good wish for continued success in the public service.

*Charles A. Swanson*

not forthcoming, all routine functions of the Schools were suspended for a period of six months and the energies of the entire establishment directed upon amphibious problems and small wars. The data thus collected was then examined, revised and edited by a board of experienced officers convened at Marine Corps Headquarters. The work of the board was completed in 1935 with the issue of the new "Tentative Landing Operations Manual," now published and distributed to the naval service and to certain interested branches of the Army by the Chief of Naval Operations. In the light of further study and recommendations by competent officers, a revised edition of the Manual will shortly be issued. There has also been published by the Marine Corps Schools a "Tentative Manual for Defense of Advanced Bases."

25. Since the year 1800, the Marine Corps has made one hundred and eighty armed landings in thirty-seven different countries. Prolonged and varied duties on foreign stations have accumulated within the Corps a very wide and practical experience in the principles of small wars. The Marine Corps Schools have systematized and made available this information; and in 1935, by direction of the Major General Commandant, they prepared and issued a complete treatise on the subject, called "The Manual of Small Wars." The three works form an invaluable source of professional instruction.

#### MESS BRANCH

26. No military detail is more important to morale and efficiency than mess duty; but prior to 1935 little or no incentive existed for the enlisted Marine to devote himself continuously to the difficult and exacting duties of cooking, baking, and mess management. Once a mess steward, by demonstrating his ability to manage a mess, attained the rank of sergeant, he could expect neither promotion nor return to line duty, since few organization commanders would exchange a capable mess steward for a line sergeant. In order to provide an incentive for Marines to apply themselves when detailed on mess duties, the Major General Commandant recommended to the Secretary of the Navy that a mess branch be established in the Marine Corps, and that a suitable number of non-commissioned officers, in all pay grades, be authorized for mess duty. The recommendation was approved by the Secretary of the Navy, appropriations have been made available for the new mess branch pay grades, and unmistakable improvement has been noted in the messes throughout the Marine Corps.

#### DRUMMERS AND TRUMPETERS

27. During the last two years important changes have been made in the training of drummers and trumpeters, and in the system of their promotion. A complete "Manual of the Drum and Trumpet" was prepared and published. It is used as a text at the Field Music School and has been given appropriate distribution throughout the Marine Corps. It has proven a useful publication for which there has heretofore been no substitute.

Over a period of years prior to 1935, re-enlistments of drummers and trumpeters in the Corps averaged only about 3%. This unsatisfactory condition existed because drummers and trumpeters had no avenue of promotion unless placed on some duty other than that of field music. As a corrective measure, the ranks of sergeant and corporal, drummer and trumpeter, were

established in 1935, opening promotion to the best qualified field musicians and providing opportunity of promotion for the others. As a result of these measures, the re-enlistment of field musics immediately increased to 75%, with a natural attendant improvement in morale and efficiency.

#### BUILDING PROGRAM AT QUANTICO, VIRGINIA

28. Officers' quarters at Marine Barracks, Quantico, Va., are inadequate to accommodate all officers serving on that post, and in consequence many are obliged to seek living quarters elsewhere. The resulting condition is in all respects unsatisfactory. It has been remedied in part by appropriations granted for the building of 14 six-family apartment houses, which are now under construction. The new apartments will accommodate 84 officers and their families. There will still be some officers residing away from their posts of duty, with consequent loss of efficiency; and further construction of officers' quarters is indicated.

29. Quarters for certain non-commissioned officers of the upper pay grades are now provided at Quantico, but they are wooden buildings, erected during the World War. They are unsanitary, a fire menace, and excessively expensive to maintain. They would be a disgrace to any American town. The Quantico development plan calls for apartment houses to replace them.

The Congress is fully aware of the above situation and has authorized replacement by modern apartments, but no funds for construction have been made available. It is strongly recommended that an appropriation be obtained for this essential work.

The Quantico development program further calls for a dispensary with 65 to 100 beds. In my opinion, this is one of the essential units, and it should be constructed within the immediate future.

#### BUILDING PROGRAM AT SAN DIEGO, CALIFORNIA

30. One brigade of the Fleet Marine Force and the Force Headquarters are stationed at San Diego, Calif. The barracks at present available for troops at San Diego are inadequate for their proper housing; and it is deemed imperative that additional barracks be constructed at an early date. It is urgently recommended that steps be taken to obtain the authorization and appropriation from the 75th Congress for eight (8) barrack buildings at San Diego.

#### RESTORATION OF COMMANDANT'S HOUSE

31. The quarters occupied by the Major General Commandant at the Marine Barracks, Washington, D. C., are historic. They were constructed for the Commandant of the Corps in 1803 and, having stood through many stirring and important episodes, may be considered in some sense a national monument. Continuously occupied for more than one hundred and thirty years, they have been subjected to extensive alteration, and the successive additions and modifications effected by different occupants have been carried through without regard for the original colonial atmosphere and architecture.

At the time of my appointment as Major General Commandant, substantial repairs to the quarters were necessary. Before directing the extent and manner of repair, I caused careful study to be made of the contemporary American architecture; and the quarters were

then remodeled with a view to restoring, so far as possible, the original character and charm of the building. A similar procedure is recommended in the event of future repairs.

#### PLATOON LEADERS' CLASS

32. In time of war, the necessary expansion of the Marine Corps for its war missions will result in the immediate promotion of all regular first and second lieutenants to the rank, at least, of captain, leaving the Marine Corps entirely without first and second lieutenants. By way of preparing to meet such a contingency the Congress, upon the recommendation of the Major General Commandant, appropriated funds in the early part of 1935 for the training of 250 college students as prospective second lieutenants.

The training program contemplated the appointment of outstanding sophomores and juniors from selected universities where R.O.T.C. units did not exist. The young men were to receive six weeks of summer training for two consecutive years in the so-called Platoon Leaders' Classes conducted at San Diego, Calif., and at Quantico, Va. Upon graduation from college, those students successfully completing the two years' course are to be commissioned second lieutenants in the Marine Corps Volunteer Reserve.

33. The requirements of the Marine Corps demand approximately 800 reserve lieutenants ready at all times for assignment as platoon leaders. The nature of a lieutenant's duties limit the period through which such an officer can be held in that grade. It is therefore considered necessary that about 200 Marine Corps Reserve officers, produced as set forth above, be graduated annually.

The foregoing plan for the training of platoon leaders was put into operation in 1935. Two hundred and thirty-five young men received basic military training under its provisions. Ninety-eight members of the class of 1935 have now completed the prescribed course of instruction and, on graduation from their several colleges this summer, received reserve commissions. It is felt that the classes as conducted at Quantico and San Diego have been conspicuously successful, and Congress has appropriated funds sufficient to train 450 students in 1936-37.

#### REORGANIZATION OF THE MARINE CORPS RESERVE

34. At the end of the first quarter of the fiscal year 1935, the Marine Corps Reserve establishment was subjected to careful scrutiny, since it was desired to improve its efficiency and to heighten its attractions by paying a larger percentage of officers and men for drills attended than had hitherto been the case. It was concluded, from full consideration of all the circumstances, that the Fleet Marine Corps Reserve, with its elaborate brigade and regimental headquarters organizations, was economically beyond the means of the Marine Corps. The large number of officers and men so enrolled were proportionately too costly for the funds available. As a result of this conclusion, brigade and regimental headquarters were disbanded. By May 1935, a reorganization of the Reserve establishment on a battalion basis was effected. A material saving in operating costs and drill pay was immediately apparent. A larger per-

centage of officers and men attending drills now receive pay for active duties performed, and there is an appreciable increase in interest and efficiency. The reorganization is already leading to a more desirable condition.

#### RESERVE CLOTHING ALLOWANCE

35. Until 1935, the Marine Corps Reserve units received by issue a minimum allowance of summer uniforms, unsuitable for wear in cold weather. Army and Navy Reserve units were issued warm clothing, but the funds at the disposal of the Marine Corps were insufficient for such needs. Further, the Marine Corps Reserve possesses no armories, but were obliged to perform their exercises on open lots or, in a few cities, to accept the loan of National Guard or Naval Reserve armories. This situation, coupled with the inadequacy of the clothing allowance, had the effect of suspending Marine Corps Reserve drills through the winter months in most sections of the country, so that the annual commitment of 48 weekly drills could nowhere be realized.

Representations of the foregoing conditions were presented to Congress, and provision was made in the Naval Appropriation Bill for clothing of quality and quantity adequate to place the Marine Corps Reserve on equal basis in that respect with the National Guard and Naval Reserve.

#### DRILLS AND DRILL PAY FOR MARINE CORPS RESERVE

36. In 1934, when I was appointed Commandant of the Marine Corps, no pay at all was allotted for drills by the reserves during their armory training period. Both Reserve officers and men performed their evolutions on a non-pay basis, while National Guard and Naval Reserve units received compensation for 48 weekly drills in the year. This situation was brought to the attention of Congress, and on 1 July, 1934, drill pay was authorized for approximately 60% of Marine reserves actually attending drills. In 1935, funds were made available for 85% of those attending drills. My administration has seen the Marine reserves placed on a substantially equal pay basis with the National Guard and the Naval Reserve.

#### INCREASE OF ONE RESERVE OFFICER OF FIELD RANK ON ACTIVE DUTY

37. At present the Marine Corps is allowed to carry one (1) Reserve officer of field rank on active duty. In my opinion, this number should be increased to two (2), one for the Eastern section and one for the Western section of the United States.

#### HEADQUARTERS FORCE

38. The clerical force at this Headquarters includes 92 enlisted men and 146 civilians. The Quartermaster employs 26 enlisted men and 4 civilians in the Marine Corps Garage, Radio Shop, and Carpenter Shop. In other words, the number of Marines stationed at this Headquarters represents almost the strength of a company. It is my opinion that the Headquarters force, exclusive of Garage and Carpenter Shop, should be at least 95% civilian. Immediate steps should be taken to increase the estimates for the 1938 budget in order to provide for successive annual increments to the civilian

personnel of Headquarters Marine Corps, thus permitting return of enlisted personnel to general service.

#### NAVY TRANSPORTS

39. As a unit of the Fleet the Fleet Marine Force requires transports with special characteristics appropriate to the mission of the Force. An essential characteristic of such transport is speed sufficient to keep pace with the Fleet. There are now two Navy transports in commission, the *Henderson* and the *Chaumont*. The *Henderson* was designed and built to accommodate a Marine brigade, but has been altered for the Navy Transport Service. She is now obsolete as to speed and construction, but is usefully employed between the West Coast and the Asiatic Station. The *Chaumont*, an Army transport transferred to the Navy, is inferior to the *Henderson*. I recommend that to meet the needs of the Fleet Marine Force, two transports be built. They should have sufficient speed to maintain position with the combat force of the Fleet and should carry specially designed boats and equipment for landing operations.

#### MARINES ON DESTROYERS

40. At present there are a few detachments of Marines on destroyers in the Special Service Squadron. This has been the case for one or two years. It is my understanding that they were originally placed on the destroyers in order to have a small landing force available on these fast-moving vessels for possible contingencies in the Caribbean area. In practice, such details immediately become part of the deck force of the destroyer and lose many of their qualities as Marines. It is believed that Marines should be put on destroyers only in case of great emergency, and be retained on board no longer than the duration of the emergency.

#### DIVERSION OF ENLISTED PERSONNEL

41. It must be constantly kept in mind that the principal mission of the Marine Corps is to maintain the Fleet Marine Force in readiness to move with the Fleet in a state of war efficiency. The strength of the Marine Corps has been reduced in recent years while its responsibilities and commitments have relatively increased. It is difficult with the present strength to meet the assigned missions. Therefore it is particularly important that no men be diverted from their regular duties, and the Major General Commandant through the

last three years has spared no endeavor to reduce and to prevent such diversions.

The World War Marine Corps was five times its present strength and men were available in that period for special duties in navy yards and shore stations. Marines were detailed as chauffeurs to yard commanders, as firemen, telephone operators, and as orderlies to subordinate officers. With the reduction of the Corps to present establishment, no relative release from special details took place. For instance, at the Bremer-ton Navy Yard there are now from 11 to 15 Marines on duty in the fire department, under the orders of a civilian chief fireman. Separated from their commanding officer, they do not receive the requisite instruction in their professional duties. In consequence, the effectiveness of the Marine guard is lowered. The principle should be recognized that Marines are placed in navy

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THE MAJOR GENERAL COMMANDANT  
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#### HEADQUARTERS U. S. MARINE CORPS

WASHINGTON

10 November 1936.

**From:** The Major General Commandant.  
**To:** The Officers and Men of the Marine Corps.  
**Subject:** Anniversary Message.

1. During one hundred and sixty-one years our Corps has shown itself faithful to its traditions in sustaining an enviable record in the defense of the nation. On many fields, in many parts of the world, in Tripoli, China, Nicaragua, France, and elsewhere, it has performed distinguished and devoted service to the country.

2. In all the years the bond of mutual confidence between the rank and file has grown stronger and stronger, tending to develop our ideal "esprit de Corps".

3. On this anniversary, and upon the occasion of my retirement 1 December, 1936 from active duty after more than forty-eight years of service, I wish to express my appreciation of your devotion to duty and extend to you my best wishes, knowing that in the future you will add brilliant pages to the illustrious history of the naval service.

yards and shore stations for military duties and professional improvement, and in my opinion all firemen should be civilians on permanent status.

#### ENLISTED STRENGTH

42. The expansion of the Navy to treaty requirements has increased the activities of the Marine Corps. In addition, the Corps has realized the importance of the newly established Fleet Marine Force and has endeavored to raise its strength to the point necessary for operations with the Fleet. This force, being a unit of the Fleet, should be prepared to sail with it. Accordingly it should be maintained at all times at the same proportion of its war strength as other units of the Fleet.

After careful consideration, it appears that a Marine Corps strength of one-fifth that of the Navy will permit the Corps to carry out its missions as now laid down. It is therefore recommended that it be naval policy to advance the strength of the Marine Corps with the strength of the Navy; and to maintain it at one-fifth the naval strength. In this connection, it is well to bring out the point that when Congress authorized the strength of the Marine Corps as 27,400, or one-fifth of the then authorized Navy strength of 137,000, it is logical to infer that it had in view the fixing of the Corps strength in that permanent proportion.

#### OFFICER STRENGTH

43. To maintain the Marine Corps in its traditional high standard of efficiency, it is essential that the active officer personnel be increased to 6% of the authorized enlisted strength. The duties of a Marine officer require special training in the principles and practice of both land and sea warfare. Such training is a matter of years. Expansion of the Corps in time of war will be inevitable and immediate. Not only must trained officers be available for the instruction of new units raised to meet the emergency, but many experienced officers will be employed in the drafting of plans, in

staff work, and in schools. The recommended proportion of 6% is the least that will be adequate.

#### GENERAL BOARD

44. According to the provisions of the Navy Regulations, the Secretary of the Navy may appoint a general officer of the Marine Corps to serve as a member of the General Board. It is felt that the Marine Corps should be represented on the General Board, the more so since it often deals with problems materially affecting the Corps.

#### EDUCATIONAL SYSTEM

45. Efforts have been made to make the Marine Corps educational system progressive and sufficient to meet the special requirements of the Marine officer. To this end the curriculum and methods of instruction in the Marine Corps Schools have been improved and expanded, particularly in the field of landing operations, until it is believed that the Schools now fulfill all requirements, with the exception that practical demonstrations are now prevented by the lack of a combat area.

Such an area can be obtained at Quantico by the acquisition of adjacent land west of the present reservation. It is recommended that steps be taken to acquire this land.

#### CONCLUSION

46. In conclusion, I desire to point out that the past three years have been exceedingly strenuous and trying upon all officers on duty at this Headquarters. The various changes occurring in the commissioned personnel, and the building up of the Fleet Marine Force have required the untiring attention of officers on duty here. The many problems so successfully solved bear eloquent testimony to the extremely high grade of officer personnel I have been fortunate enough to have had with me. I cannot speak too highly of their loyalty, wisdom and efficiency.

JOHN H. RUSSELL.

## PLATOON LEADERS' CLASS

DRAWINGS BY LIEUTENANT D. L. DICKSON, U.S.M.C.R.

■ The Marine Corps, prior to the Spring of 1935, was confronted with a most serious situation. Should a national emergency have been declared, the Corps would have been without second and first lieutenants. These grades in the regular service would have been vacated due to the necessary expansion of the Marine Corps. Headquarters Marine Corps pondered this situation. Altogether too few officers were available.

Let us look back for a moment to the condition of the Marine Corps Reserve just before the World War. On March 31, 1917, six days before the war with Germany was declared, the Marine Corps Reserve had the pitiful strength in its entirety of three officers and thirty-

three enlisted men. In Brooklyn, New York, scanners of the Reserve strength found the largest single force, one officer and seven enlisted men. A month later the Reserve had been increased to forty officers and 1,047 enlisted men. The maximum strength the Reserve attained during the World War was 276 officers and 5,968 enlisted men.

These comparatively feeble forces were mustered out of active service during 1919 to remain in the Reserve until their period of enlistment was over. With the usual lack of interest in military affairs which has followed all our wars, the great majority of the members of the Reserve failed to reenlist. The force grew smaller and smaller and on July 1, 1925, there were but 147 officers and 532 enlisted men. In July, 1935, after long battles for the improvement of the Reserve, there were listed on its rolls 736 officers and 9,669 men.

The Marine Corps believed that even that number would not approach its needs in time of mobilization. Were war to come the Corps' most crying need would be properly trained junior officers. How to meet this was the problem to be solved.

"Comb the schools of the nation for desirable material for reserve officers," became the order. This order is being successfully carried out.

Here is the plan: Each year regular officers of the Marine Corps are sent to a selected list of colleges and universities over the United States for the purpose of interviewing applicants for the Platoon Leaders' Class of the Marine Corps Reserve. The schools are selected because of their mental requirements for students, their curricula, and because they have no Army or Naval R.O.T.C. units. This latter step was taken in order to avoid conflict with the Army and Navy who procure their Reserve officers through the R.O.T.C. units.

The heads of the colleges are notified when these Marine officers will arrive and permission is requested and arrangements made in advance for the interview of the candidates.

By this system a carefully selected group of students are nominated to attend the Platoon Leaders' Class at Quantico, Virginia, on the east coast of the United States, or at San Diego, California, on the west coast.

Each student so selected is enlisted in the Marine Corps Reserve for a period of four years. The applicant is definitely given to understand that during peace time if he requests he will receive a discharge from the Marine Corps Reserve.

Upon completion of two periods of training with the Platoon Leaders' Class and when graduated from the college or university in which matriculated, the student will be appointed a second lieutenant in the Volunteer Marine Corps Reserve. As commissioned officers these young men then align themselves with the Nation's most famous and colorful body of fighting men.

This novel departure in the method of officer procurement for the Marine Corps and the Marine Corps Reserve was inaugurated in 1935 for the purpose of forming an adequate force of well selected, carefully trained second lieutenants who will be immediately available in case of a national emergency. This system is now fully in operation. Some 450 hand-picked students from colleges and universities throughout the Nation receive each summer intensive training which results in their being commissioned in the Reserve upon their graduation from their respective colleges and universities.

Each year a few of the outstanding members of this class have been commissioned in the regular Marine Corps.

To be trained by and with the Marines appeals to college men throughout the country and it is not surprising that there are many more applicants for each Platoon Leaders' Class than there are vacancies.

The basic requirements for successful completion of the Platoon Leaders' Class are:

1. Six weeks' training between the sophomore and junior years.
2. Six weeks' training in a senior course between the junior and senior years.
3. Diploma or certificate of graduation from the college or university which the student has attended.

In addition to the above requirements the candidate must be of physical and moral fitness in accordance with Marine Corps standards.

If a candidate has been accepted for the Platoon Leaders' Class it is up to him whether or not he successfully completes the course, but he may rest assured that he will receive every possible aid and assistance from the Marine Corps and its officers.

The Marine Corps provides transportation by rail at Government expense to and from the camps to which the members of the Platoon Leaders' Class have been assigned. The men are sent either to Quantico or San Diego, whichever place is more economical for the Government.

Likewise, the Marine Corps provides uniforms, equipment, food, quarters, and also medical and dental treatment to each platoon leader while in camp.

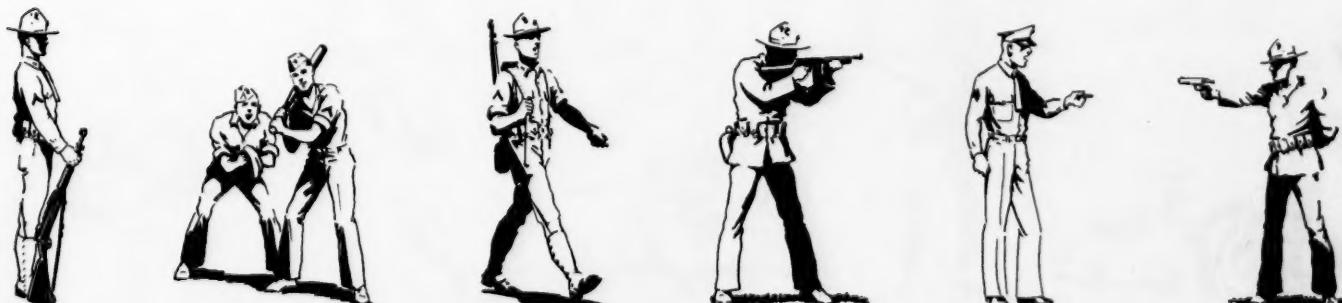
Summer comes and a short time after vacation begins the Platoon Leaders from the various schools "shove off" for camp.

When they arrive at San Diego or Quantico, as the case may be, the Platoon Leaders are assigned to companies, platoons and squads in rapid order by regular Marine officers and enlisted men. These officers and men have been thoroughly and carefully trained in the schooling of these young college men.

A schedule of intensive training has already been prepared and it is so arranged that it will permit the maximum training in the subjects with which Marine officers must become familiar. Mess facilities are prepared to begin feeding the Platoon Leaders promptly upon their arrival and non-commissioned officers and enlisted men are on hand to help them fit themselves into the "art" of becoming Marines.

To attain greater efficiency in operation of the intensive training program, members of the Advanced Class are assigned to the same companies and quarters, and the juniors are likewise grouped.

The advanced schedule for the Platoon Leaders who have already attended one training camp the previous



year consists of a "finishing schedule" of military subjects. However, in order that these seniors may be refreshed in the subjects taught the year previous, a general review is undertaken in the first few days.

The juniors start their new life with the study of the basic course. They square away. Then these college students, who have become Marines, receive twelve weeks' training of an intensity which compares favorably with that of the training camps during the World War. Today it is reasonable to expect much more will be accomplished in a given time than was possible during the confused and stirring days of '17. Now we have leisure to ponder our problem and we have a fund of experience to draw upon.

As nearly as is possible in this short time, every phase of Marine Corps life is presented to these young men.

Let us now look at some of the angles of the life of a Platoon Leader before we go into the details of the training schedules.

The Platoon Leaders are chosen from students between the age of 17 and 23. They have either just completed their sophomore or junior years, are wide awake, active young Americans with a consuming desire to spend their summer holidays in a manner that will bring them diversion from their months of study in class room and laboratory. The Platoon Leaders' Class appeals to them for a number of reasons which are secondary to the main objective—winning a reserve commission.

First of all each Platoon Leader is given a six weeks' tour of duty which in reality amounts to a healthful vacation with all living expenses paid. In addition, he is paid a salary at the rate of \$30.00 per month.

He works hard as he follows and assimilates the points brought out in the training schedule, but he has ample time for recreation and amusement. Short sight-seeing trips to nearby points of interest and various types of athletics are encouraged.

Thus, half his summer vacation is spent to his present and future advantage and at the conclusion of the training period, he still has a week or two in which to do whatever he chooses before his college or university term starts.

Now, let us look for a little while at the type of things the Platoon Leaders do as they are receiving their training at Quantico or San Diego.

Training schedules of the Advanced and Basic courses are different to some extent, but on the whole they deal with the same subjects; subjects that will be useful in their later life as Reserve officers.

A six weeks' training course for the Platoon Leaders' Class has available 210 training hours, or hours which

may be used for study, instruction or practice. Not included are the hours devoted to meals, sleep and recreation.

The hours are divided so that each class will receive from 46 to 68 hours study and instruction in disciplinary or basic subjects, with the basic class receiving the greatest number. The advanced class is allotted 164 hours for technical subjects, and the basic class, 142 hours.

The study, instruction and practice with the various arms used by the Marine Corps is the most popular with all the Platoon Leaders.

So popular, in fact, have these studies and practices been that the Platoon Leaders have range records comparing most favorably with recruits of the regular Marine Corps.

Disciplinary subjects—those involving study of drill, ceremonies and similar subjects—fail to come up to the popularity of firing the rifle and pistol, but like a true Marine, the Platoon Leader puts his best into any task assigned.

Many of the Platoon Leaders have had no previous military training, and it is only logical that one cannot expect them to step off as finished products of this Marine Corps Training unless they devote a part of their time to the theoretical portion of their training. That means that before they appear for squad drill, company drill, or in the battalion parades which mark each training period, they must know what they are doing and why.

Consequently, their disciplinary subjects include lectures on the manual of arms, close order drill, and ceremonies such as guard mount, parades, reviews and inspections.

Then too, since these Platoon Leaders are Marines they must learn something of the organization of which they are a part, something of its history and reputation.

Such subjects as these are covered in lectures and talks by officers of the Marine Corps Schools or other especially qualified instructors. At the conclusion of each week's work, the Platoon Leaders are given prepared "Question and Answer" tests to ascertain how much of the week's work has been absorbed. So enthusiastic have the members of the class become that their average grades in these weekly tests have been unexpectedly high.

A hundred and one other interesting features of military life are brought before the Platoon Leaders' Class before they finish their six weeks' tour of duty and before they regrettfully pack up to return to their homes.

There are exercises of the platoon and company in combat; lectures on the use of gas in warfare; bayonet drill, hikes; actual conditions of scouting and patrolling, landing operations which are so important to Marines; aircraft operations and defense; and night operations.



Taking it all in all, the six weeks' period once each year for two years gives these young Marine Reservists a concentrated education in military affairs.

Not only do they learn military practices and procedure, but there is impressed upon them in further detail that they must:

1. Keep themselves physically fit, both in camp and in the field.
2. Be able to shoot straight with a rifle, a pistol and, as occasion may demand, with semi-automatic and automatic weapons.
3. Know their duties and the duties of every man with whom they come immediately into contact, both in attack and defense.

To explain the duties of these men as Reservists and what is expected of them by the Marine Corps, the following is quoted from an address of Brigadier General Richard P. Williams, U. S. Marine Corps, The General Officer in Charge of Reserve:

"The Reserves are patriotic citizens, who in time of peace train themselves to the best of their ability for service with the Marine Corps in time of war."

"Their's is a work of purest patriotism."

That shows what the older men of the Marine Corps Reserve have done and are doing. It is purely the result of the morale they themselves have established as members of the Marine Corps.

Further, it brings out the fact that after the training periods are over, Marine Reservists are expected to resume their place as civilians in the civilian world and to undertake the responsibilities which may come to them there.

The purpose of the Platoon Leaders' Class is not to train officers for continuous service, but to train outstanding American young men for efficient, capable service with troops in time of emergency.



**BRIGADIER GENERAL R. P. WILLIAMS, U.S.M.C.,  
GENERAL OFFICER IN CHARGE OF RESERVES**



## REVERIE

When the fire logs are kindled  
And the wine is flowing red,  
And we chat with gay abandon  
Of the things we did and said,  
I shall lead the reminiscence  
With my tales of joy and woe,  
And describe the situation  
As it was in Quantico.

I will tell how we reported  
Green as grass and rather dumb,  
How the non-coms rode us ragged  
'Till our weary souls were numb.  
I will stress the slow transition  
From recruit to soldier's plane  
And will dwell upon the glory  
Of the corps without a stain.

I'll declaim of troop inspection  
And the thrill of dress parade,  
Of the complicated standards  
Whereby officers are made.  
Of our plane hops and our journeys  
Here and there and 'round about,  
Of the warfare in the bushes  
When we put the foe to rout.

I will eulogize commanders  
And their oh-so-patient ways,  
And the non-commissioned moguls  
Who made interesting the days.  
I will mention hand grenading,  
Bayonet and skirmish gore,  
(And the fact that Sergeant Buckley  
Doesn't love me anymore!)

And when the coals are ashes  
And my reverie is done,  
That is when I'll miss the barracks  
And the uniform and gun.  
But 'twill be a strong incentive  
Through the winter and the spring  
To return to Leathernecking  
And the pleasure it will bring.

L. F. RIEFSTAHL.

Northwestern University, Platoon Leaders' Class-1937.

## THE UNITED STATES MARINE CORPS

**MAJOR GENERAL JOHN A. LEJEUNE, U.S.M.C. RETIRED**  
*Address delivered to the Virginia Military Institute,  
Lexington, Virginia, April, 1935*

■ In connection with the opportunity offered to some of this year's V. M. I. graduating class, to enter the Marine Corps as Second Lieutenants, and also in connection with the fact that it is expected that a similar opportunity will be offered to the graduating class next year, I conceive it to be my duty to tell you something about the Marine Corps.

The Marine Corps is small by comparison with the Army or the Navy, and was not very well known to the general public until June, 1918, when it became known to all people who read the newspapers at that time, by its large casualty lists and the fact that the 4th Brigade of Marines fought without ceasing in the Battle of Belleau Woods until the battlefield was in its possession. That Brigade of Marines formed a part of the Second Division of the American Expeditionary Forces and the official records show that the Second Division had a greater number of casualties and captured more prisoners and more cannon than did any other American Division in the World War.

Many Americans, however, do not even now clearly understand just what Marines are. When Marines are seen in their natty looking uniforms strolling about the

streets, the passerby is apt to comment on how well set up and how well dressed these soldiers are, or, if by chance it be dark or the passerby be blind, but hears their conversation, he would hear the vernacular of the sea, and would be convinced that they were sailor men. To Marines, a kitchen is "a galley," right or left is "starboard or port," front or back is "forward or aft," keep quiet is "pipe down," midnight or noon is "eight bells," etc.

What then is a Marine?

Rudyard Kipling defined the English Marine as "a soldier and sailor too." I prefer the following alternative:

"A U. S. Marine is a soldier who frequently serves at sea, or a Navy man who often serves on shore." Actually he is a sea-going soldier.

To trace the origin of these seafaring soldiers is a fascinating study. It involves turning back the pages of history until the records of the earliest known naval battles are reached. There one finds that soldiers fought on board the war galleys of ancient Greece, Carthage and Rome. We also find them crowded about the decks of the Fleets of the Middle Ages. For instance, the ill-fated "Invincible Armada" of Spain carried many regiments on its line of battleships, which were intended to be landed on the shores of England, should the victory at sea be gained.

The English Fleet followed the same practice in its overseas campaigns. Discontent, however, prevailed and friction, too, was rife between the sailors and the Army Regiments; so much so that in 1665, during the reign of King Charles, the Second, of England, an order in Council was promulgated which directed the recruitment and organization by the Admiralty of the Regiment of the Duke of York, the Lord High Admiral of England, for service with the Fleet. Regiments such as this were afterwards called "Royal Marines," and were the ancestors, figuratively speaking, of the present day "Marines" of the British Navy and the "Marines" of the American Navy.

When the American colonies organized for war, in order to gain their independence from the "Mother Country," it was but natural that they should follow her example with regard to its military and naval establishment. We, therefore, read that on November 10, 1775, the Continental Congress provided by the enactment of a law for the recruiting and organization of two Battalions of Marines.

November 10th is, therefore, celebrated annually by U. S. Marines in every clime as the birthday of their Corps, and on that day, more often than on any other, may be heard the lusty voices of Marines singing their famous hymn of which the last couplet is:

"If the Army and the Navy ever look on  
Heaven's scenes,  
They will find the streets are guarded  
by United States Marines."

The Corps was re-established in 1798, and from that year to this there has been no break in its history.

To write that history in the brief compass of this paper would be impossible. It will suffice to mention a few examples of its activities and to add that its history is inextricably interwoven with that of the Navy and, to a great extent, with that of the Army as in the World War.

Detachments of Marines have always formed parts of the crews of the larger vessels of the U. S. Navy, and Marines, too, have shed their blood on the decks of "Old Ironsides," and, with their brothers of the Navy, have played valiant parts in every sea battle fought under "the stars and stripes."

In addition, they have landed either alone or side by side with sailors in foreign ports all over the world to afford protection to American citizens when their lives were endangered by riotous mobs, or when the local authorities have been overthrown, and anarchy, violence and rapine have temporarily prevailed.

Similarly, they have played the parts of "good Samaritans" in giving aid to stricken people in great catastrophes.

A recent notable instance of this kind was the splendid work of the Marines at Managua, Nicaragua, when that city was destroyed by an earthquake. They protected public and private property from pillagers, they extricated the injured from the ruins and gave them hospital treatment, they fed the hungry, they erected camps to give shelter to the homeless, they brought order out of chaos, and they buried the dead.

Marines are not ruthless militarists, but rather are they the protectors of the weak and the friends of the helpless.

On occasion, however, they have been known to fight, and, as promptness and thoroughness are their watchwords, the opposing forces have acquired a wholesome respect for the military prowess of the Marines. These

occasions have not been infrequent, and have, by no means, been confined to the periods when the United States was officially engaged in war.

For instance, more than a century and a quarter ago, during the naval campaign against the Corsairs of the Barbary Coast, North Africa, Lieutenant O'Bannon led a little band of Marines across the Libyan desert, captured the Fort at Berne, in Tripoli, and hoisted over it the American flag, where, for the first time in history, the stars and stripes fluttered to the breeze over a fortress in the old world. This exploit, together with the participation by a Battalion of Marines in General Scott's successful campaign against the City of Mexico in 1847-1848, is responsible for the first couplet of the Marines' Hymn, which is:

"From the Halls of Montezuma to the shores of Tripoli,  
We've fought our country's battles on the land and on  
the sea."

It is the use, however, of the Marine Corps as an instrument to carry out some of the foreign policies of the United States which has aroused the greatest interest among our people. It is in this field of endeavor that the Marine Corps has been not only under the fire of the armed forces which opposed it in campaign, but it has, also, been under the fire, figuratively speaking, of various individuals and groups at home.

The more important of the recent episodes just referred to occurred on the Isthmus of Panama, at Vera Cruz, Mexico, and in China, Cuba, Santo Domingo, Haiti, and Nicaragua. Of these episodes, only those which occurred in Haiti and Nicaragua have been selected for the brief discussion permitted in the limits of this address.

*Haiti* has been a familiar scene to many Marines since the landing of a force of Marines and Sailors at Port-au-Prince in July, 1915, at a time when anarchy prevailed there and a mob was dragging the mutilated body of its President in triumph about the streets.

In a few weeks, a Brigade of Marines had occupied the entire country and had established order there.

In accordance with the provisions of a Treaty with *Haiti*, ratified by the U. S. Senate, and legislation subsequently enacted by our Congress, a native gendarmerie was organized and trained by Marines, and it is now functioning efficiently, as the sole military and police force of *Haiti*; during the occupation of *Haiti* by Marines, medical officers of the U. S. Navy wrought a beneficent sanitary revolution among the people; civil engineers of the Navy built a fine system of roads and initiated and carried to completion many other important public works; and U. S. civilian financial advisers completely rehabilitated the finances of a once distracted and nearly bankrupt government. All of this and much more was done for the benefit of the people of *Haiti* under the supervision of a Marine, the U. S. High Commissioner.

When the representatives of the Marine Corps and of the Navy were withdrawn from *Haiti*, they left behind them a splendid memorial in the form of good works, unselfish service and improved conditions of which all good Americans should be proud. Let us hope that this memorial will prove to be even more enduring than the customary memorials of bronze or stone.

*Nicaragua* is an old friend of the Marines. Because of its inter-oceanic canal possibilities, it has been an object of major interest to the United States for nearly a century, and prior even to the U. S. Civil War, Marines had landed there on several occasions.

In 1912, during a three-cornered Civil War, a force of Sailors and Marines disembarked at Corinto and opened up and occupied the railway line from that place to the cities of Managua and Grenada. Upon peace between the factions being restored, all of the landing force was withdrawn except one company of Marines which remained at Managua as a legation guard about twelve years. So great was its stabilizing influence that peace prevailed during that entire period and Nicaragua steadily progressed towards a state of prosperity. No sooner were these Marines withdrawn, however, than disorder resumed its sway.

By 1926, a full-fledged revolution was precipitated which in 1927 threatened to wreck the country. A considerable force of Marines was again landed at Corinto and again were the railway line and the cities thereon occupied by Uncle Sam's Marines. The Liberal and Conservative Armies, however, confronted each other in the terrain east of the lake country and a battle was expected to take place.

At this phase of the situation, the U. S. special commissioner arrived and a modus vivendi was arranged. It involved the surrender of the arms of both Nicaraguan armies to the Marines, the disbandment of these armies, the organization by the Marines of a native constabulary force, the continuance in office of the existing government until after the regular election to be held about one and a half years later, under the supervision of U. S. Marines, and the maintenance of order in the country by the Marines until the native constabulary should be ready to relieve them of the duty.

President Diaz and General Moncada, the Liberal Commander, patriotically agreed to these terms and the arms of all groups were surrendered except those of Sandino's band, which withdrew to the mountain fastnesses to the North.

In July, 1927, a dramatic battle took place in the town of Ocotal, when Sandino with several hundred men attacked the small detachment of Marines which was stationed there. His repulse was turned into a rout by the timely arrival of a Marine squadron of fighting airplanes from Managua.

In December, Sandino resumed guerilla warfare on a

more extensive scale. Additional Marines were rushed to Nicaragua from the United States, and an intensive campaign, under humane and skillful leadership, cleared the disaffected area of his bands.

In November, 1928, an honest election, without disorder and without interference, was held under the supervision of Marines. General Moncada was elected and peacefully inaugurated. The Marines then turned over their duties to the native constabulary and their gradual withdrawal was instituted and completed.

Turning our attention now from the history of the Marine Corps to its present status, we can, for the sake of convenience, roughly, subdivide the normal duties of Marines as follows:

(a) Service on board the battleships, aircraft carriers and cruisers of our country's Navy where they man part of the ship's battery.

(b) Service as garrisons for the Navy Yards and at all of the other shore stations, pertaining to the Navy or Marine Corps, at home and abroad, now including Shanghai and Peiping, China.

(c) Duty as a military expeditionary force, forming a unit of the Fleet. The Marine Corps Expeditionary Force includes an air force, Artillery, Infantry, Signal Corps, etc.

(d) Service as a part of the Army if ordered by the President as in the World War.

Service as an Expeditionary Force is now the most important duty of Marines, as that force would accompany the Fleet on transports in time of war with the mission of seizing and fortifying shore bases of operations, and performing other essential duties on shore, in connection with the operations of the Fleet.

In conclusion, I am glad to state here that the U. S. Marine Corps has had a glorious history. Marines have endured much hardship, faced dangers of every kind, both at sea and on shore, suffered many casualties in war, or when the remainder of the country was enjoying a state of profound peace, and yet they have been merciful and humane.

They, therefore, richly deserve their motto, "Semper Fidelis," or in plain English, "Always faithful."

## THE EARLY YEARS OF THE MARINE CORPS

LIEUTENANT COLONEL C. H. METCALF, U.S.M.C.

■ The Continental Marines as well as the Old Navy passed out of existence shortly after the Revolutionary War. The War Department was established and in 1789 placed in charge of the naval forces which, however, did not actually come into existence until several years later. There were, however, a few vessels in the Revenue Cutter Service, which attempted to perform, though quite ineffectively, some of the functions of a navy. A few of the vessels of that service carried as part of their crews a group of men armed similar to and performing the functions of Marines, and were as a rule called Marines. There is record of at least one Marine officer serving in the Revenue Cutter Service prior to the year 1798, when the Navy Department and the Marine Corps were formally established. The struggling

new republic having soon discovered that its rights were seriously being infringed upon, many of our leading statesmen began to be of the opinion that the best interests of the United States demanded a naval force of at least sufficient strength to protect our own shores and to offer some resistance against pirates.

The need of a navy was further brought home to Congress by the capture of two American ships off the coast of Portugal by Algerine crusaders who took them back to Algiers and imprisoned their crews. Nothing was done, however, until matters became more serious in 1793, when eleven vessels were similarly captured and their crews made prisoners. Congress then determined to begin the construction of a navy. It authorized the building of six frigates and provided for a crude naval establishment. Six captains of the Navy who had served in the Revolution were appointed and each was assigned to supervise the construction of a ship. The act of Con-

gress of March 27, 1794, authorizing the Navy further provided that each of the ships carry a detachment of Marines consisting of one lieutenant and from forty-five to fifty-four enlisted men. The construction of the frigates was begun under the direction of the leading American ship builder who designed them to outsail the ships of the line of European navies which as he said was "the only safe way of commencing a navy." There had been considerable resistance in Congress to the building of these ships. In order to overcome it the navy advocates had agreed that if a satisfactory treaty were made with Algiers the work of construction would be stopped. Such a treaty was made in September, 1795, at the cost of nearly a million dollars for ransoms, bribes to officials, etc., whereas the cost of all the frigates was to have been only slightly more. The treaty provided further for a substantial annual payment to Algiers. As agreed in Congress, the work on the frigates ceased. During the following year, however, it was agreed in Congress, in spite of violent opposition, that work be resumed on three of the frigates, the *United States*, the *Constitution* and *Constellation* and Congress reauthorized Marine detachments for these ships of the same strength as authorized previously.

Some long standing difficulties with Great Britain were somewhat adjusted by the Jay Treaty in 1794, but revolutionary France began to insist that we become her ally in her wars against various European powers. War broke out between Great Britain and France which soon involved the United States in serious questions of neutrality. Both countries practically refused to recognize any of our neutral rights and both began to retaliate against us for our refusal to comply with their demands. Both countries captured American ships and in many other ways interfered with American commerce. Repeated efforts were made to adjust the difficulties especially with France by diplomatic means, but to little avail. By 1798 it was apparent that peaceful settlement of the difficulties with France was impossible. French privateers were even then capturing American vessels in our own harbors. Meanwhile Congress had taken measures for defense by appropriating funds for fortifications, revenue cutters and for the completion of the three frigates. Congress also authorized the reorganization of the army and recalled the aged Washington from retirement to be its commander-in-chief. President John Adams showed little concern about raising an army at the time but rightly judged that an adequate navy was the only means to check the depredations of the French naval forces upon our commerce. Resistance in Congress against real measures for defense were not overcome until the famous X Y Z correspondence was published and showed clearly that the attitude of the French government towards the United States was little better than that which had been shown by Algiers. Congress then took substantial and extensive measures for defense. It appropriated funds on April 27, 1798, for the construction, fitting out, arming and manning of twelve vessels of twenty-two guns each and three days later it authorized the forming of the Navy Department. Other appropriations for national defense followed rapidly. On May 28 Congress authorized the seizure of French armed vessels which were carrying on belligerent operations in American waters and the recapture of any American vessels. This was the beginning of the Naval War with France. No declaration of war was ever made by either country and the affair was not officially classified as a war, in spite of the fact that during its more than two years of existence approximately ninety French

vessels were captured and several engagements took place between the armed vessels of the two countries. On July 7 Congress abrogated all our treaties with France and two days later the President instructed the naval forces to seize any and all armed French vessels and began to issue letters of marque to privateers with authority to carry out the same mission.

The procuring of Marines for the newly created Navy kept pace with its development otherwise. The first appointment of an officer of Marines of which there is any remaining record was that of Lieutenant Philip Edwards, who was appointed to serve on board the *Constellation* March 16, 1798. Lieutenants were appointed for both the *Ganges* and the *Constitution* on May 5, and ordered to recruit detachments for those vessels. The date when enlistment of Marines was begun is unknown. The earliest enlistment of which there is any record was that of Stephen Bowden on May 7, 1798. The few existing records give the names of twenty other Marines who enlisted prior to the establishment of the Corps but there were probably many times that number enlisted. Another lieutenant was appointed for the *Constellation* on May 22 and ordered to recruit Marines for that vessel. By June 15 two other detachments of Marines for ships purchased had been ordered to be recruited. No information is available as to how many officers were appointed or Marines enlisted prior to the establishment of the Marine Corps. The appointing of officers and the enlisting of Marines appears to have been carried on much the same as during the Revolutionary War. Detachments were formed for duty on board particular ships without regard to any central organization. The Corps of Marines was brought into existence by the Act of July 11, 1798, and authorized an organization of "one major, four captains, sixteen first lieutenants, twelve second lieutenants, forty-eight sergeants, forty-eight corporals, thirty-two drums and fifes, and seven hundred and twenty privates, including Marines who had been enlisted." Considerable latitude was allowed by law to the President as to the use, organization and disposition of the Corps. He was authorized to provide a staff for the organization in the event that part of it was ordered to duty ashore. Under this authority President John Adams on the day following his approval of the Act establishing the Marine Corps appointed William Ward Burrows as its Major Commandant. Burrows, formerly an officer of the Revolutionary War, and at the time of his appointment a resident of Philadelphia with strong Federalist convictions, was, said Washington Irving, "a gentleman of accomplished mind and polished manners." Burrows immediately set about organizing the Corps by first selecting a small staff of officers and enlisted men from the few existing subalterns of the line, the sergeants and the musics. By August 23, 1798, he was able to open his headquarters in Philadelphia and a few days later established a Marine Camp near that city.

The first concern of the new Commandant was to provide Marine detachments for the vessels of the Navy which were being rapidly put into commission. Lieutenant Daniel Carmick, with a detachment of twenty-four Marines, had been sent aboard the *Ganges* early in May, 1798, and that vessel was the first ship of the new Navy to go to sea. The *Delaware*, a packet of 20 guns, was purchased for the Navy in May, 1798, and its detachment of Marines went aboard during the following month. Marines had also been provided for the *Constellation*. The frigate *United States* was launched on July 10, 1797, and according to law was authorized a complement of two officers and fifty-eight Marines.

Some difficulty was encountered at first in recruiting Marines for the vessels of the Navy as the Army at that time was attempting to add a considerable number of men to its ranks by offering a substantial bonus for

enlistments. The dates of commissioning of the ships of the new Navy and the strength of their Marine detachments as far as can be determined from the remaining records is indicated in the following table:

| NAME OF SHIP   | WHEN BUILT OR PURCHASED  | WHERE BUILT OR PURCHASED   | NO. OF MARINES                                      | MARINE OFFICERS  |
|--|--|--|---|--|
| <i>United States</i>   | Launched July 10, '97  | Philadelphia   | Authorized 58                                       | Capt. Franklin Wharton<br>1st Lt. P. Edwards<br>Lt. Philip Edwards<br>Lt. B. Clinch<br>Lt. J. Triplett<br>Lt. R. Harwood<br>Lt. Lemuel Clark<br>Lt. D. S. Wynkoop<br>Lt. Robert Rankin |
| <i>Constellation</i> , 36  | Launched September 7, 1797   | Philadelphia   | Authorized 46<br>Nov. 17-41                         | Lt. D. Carmick<br>Lt. S. W. Geddes<br>Lt. J. James<br>Lt. James McKnight<br>Lt. Diamond Colton<br>Lt. Henry Caldwell<br>Lt. David Stickney   |
| <i>Constitution</i> , 44<br><i>L'Insurgente</i>  | Launched October 21, 1797<br>Captured from French, February 9, 1798  | Boston   | Authorized 58<br>36                                 | Lt. Robert Rankin<br>Lt. S. W. Geddes  |
| <i>Baltimore</i> , 20<br><i>Ganges</i> , 24  | Purchased May 3, 1798<br>Purchased May 3, 1798   | Baltimore<br>Philadelphia  | 24<br>25  | Lt. R. Harwood<br>Lt. D. Carmick<br>Lt. S. W. Geddes<br>Lt. J. James<br>Lt. James McKnight   |
| <i>Delaware</i> , 20<br><i>Herald</i> , 18<br><i>Montezuma</i> , 20<br><i>Retaliation</i>  | Purchased May 5, 1798<br>Purchased June 15, 1798<br>Purchased June 26, 1798<br>Purchased July 31, 1798                                 | Philadelphia<br>Boston<br>Baltimore<br>Captured from French<br>(formerly <i>Croyable</i> )   | 18-25<br>25<br>25<br>15                             | Lt. Robert Rankin<br>Lt. S. W. Geddes  |
| <i>Diligence</i> , 12<br><i>George Washington</i> , 24   | Built about August 30, 1798<br>Purchased about September 25, 1798  | Philadelphia<br>Providence   | 9<br>30   | Lt. John Hall<br>Lt. John Maine  |
| <i>Merrimack</i> , 24<br><i>General Greene</i> , 10<br><i>Eagle</i> , 14<br><i>Norfolk</i> , 18<br><i>Pickering</i> , 14<br><i>General Pinckney</i> , 18                         | Built about October, 1798<br>Built, 1798<br>Built, 1798<br>Built, 1798<br>Built, 1798<br>Built, 1798                                   | Newburyport<br>Philadelphia<br>Philadelphia<br>Norfolk<br>Boston<br>Charleston               | 21-24<br>10<br>14<br>12-25<br>15-25                 | Lt. William Cammack<br>Lt. John Hall<br>Lt. Jonathan Church<br>Sergeant * * * Heyler<br>Lt. Nathan Sheredine<br>Lt. John Hall  |
| <i>Portsmouth</i> , 24<br><i>Richmond</i><br><i>South Carolina</i><br><i>General Greene</i> , 24<br><i>Boston</i><br><i>Enterprise</i><br><i>Experiment</i><br><i>John Adams</i> | Built about October, 1798<br>Purchased, 1798<br>Built, 1798<br>Built, 1799<br>Built, 1799<br>Built, 1799<br>Built, 1799<br>Built, 1799 | Portsmouth, N. H.<br>Norfolk<br>Charleston<br>Warren, R. I.<br>Boston<br>-----<br>Charleston | 21-30<br>20<br>15-25<br>34<br>30<br>16<br>14<br>--- |  |

After the establishment of the Navy Department and of the Marine Corps such matters as the complement of Marines for the ships became a naval administrative affair and the responsibility of providing the required Marine Corps personnel for the ships was placed upon the Commandant of the Corps.

#### ACTIVITIES OF MARINES, NAVAL WAR WITH FRANCE

The Marine Corps as well as the Navy having been created for immediate use in a national emergency, as fast as vessels could be placed in commission and provided with a hastily organized crew they were hurried away to the task of clearing the American coast of French cruisers and privateers which were committing the numerous depredations on American commerce. In spite of the Navy's lack of ships and experience the task was accomplished during the summer and fall of the year 1798.

The more spectacular incidents of the Naval War with France were a series of naval duels which occurred between several of our naval vessels and naval vessels of France and of French privateers. These naval fights conclusively showed that the dash and fighting spirit that had so often manifested itself during the Revolution had been carried over into the newly created Navy.

The naval and commercial center of the French in the Western Hemisphere was at the time in the West Indies. From different ports of these islands French vessels could easily prey upon American commerce which also at that time centered to a large extent in the same

area. Our government therefore determined to carry the war into the Caribbean area as soon as the depredations by French vessels had been stopped along our own coasts. A convoy system for American merchantmen was established and practically all of the remaining naval vessels available were assigned to the several stations in the West Indies. One cruising station was designated to be along the Windward Islands, another along the Leeward Islands as far west as Porto Rico, a third in the Windward Passage, and a fourth near Havana.

Our first ship to engage in a fight with a French war vessel was the *Delaware*, which, after a brief encounter, captured the *Croyable* on July 7, 1798. The *Constellation* engaged the French 40-gun ship *Insurgente* off Bassa Terre, West Indies, on February 9, 1799, and after a spirited fight captured her. About one year later the *Constellation* also engaged the 52-gun frigate *Vengeance* off Guadeloupe in a five-hour night battle at pistol range during which both ships suffered severe losses. The *Vengeance* struck her colors three times, but due to darkness the signals were not seen and the fight continued. The vessels finally separated, both being barely able to reach nearby ports. Lieutenant Bartholomew Clinch commanded the Marine guard during both of these battles of the *Constellation*; his Marines contributed materially to the success of the operation and suffered more than their proportionate share of the casualties.

The *Vengeance* managed to reach the port of Curacao but the Dutch Governor refused to assist in its repair. The French thereupon sent an expedition from Guade-

loupe and attempted to take the entire island. The Dutch retreated to their forts, leaving the French in control of the remainder of the island. The French after having been reinforced began operations to capture the forts. Three American naval vessels lying at St. Christopher were called upon by the Dutch to come to their assistance. A British frigate arrived first at Curacao but gave it only minor assistance. The *Merrimac* and *Patapsco* arrived from St. Christopher on September 22. The French by this time had taken two of the forts which served to protect fifteen of their vessels lying nearby. The American commander determined to send only one of his vessels into the harbor to help save the town and protect American interests. Twenty Marines were transferred from the *Merrimac* to the *Patapsco*, which ship entered the harbor on September 23. Lieutenant James Middleton, of Marines, went ashore with a landing party from the *Patapsco* to assist in the defense of the town. The French kept up a continuous fire against the *Patapsco* throughout most of the following night and then suddenly withdrew to their ships and sailed back to Guadeloupe. The action of the Americans saved Curacao, which the British took possession of and promised to protect American interests.

The *Constitution*, which later came in for lasting fame as one of the great fighting ships of the American Navy, took a less important part during the French Naval War. It captured three small prizes and engaged in a cutting out expedition in Puerto Plata Harbor, Santo Domingo, which is of special interest because of the part played by its Marine detachment. The captured English ship *Sandwich*, which was held as a prize by the French in that harbor early in May, 1800, was the objective of this interesting expedition. The *Sandwich* was known to be lightly manned, but was protected by the fort of Puerto Plata. About ninety Marines and sailors were transferred from the *Constitution* to the sloop *Sally*, which boldly sailed into the harbor in the daytime well knowing that it would not be able to retreat until the wind shifted to a land breeze the following morning. Its warlike character was completely disguised by having the fighting force hidden below with only five or six men working about the deck putting him in mind, as Captain Daniel Carmick, of the Marine Corps reported, of the wooden horse of Troy. The *Sally* ran alongside the *Sandwich* and the Marines and sailors quickly boarded and captured that vessel without the loss of a single man. Carmick and Lieutenant Amory, with the Marines, then promptly made a landing, captured the fort before its commanding officer was able to alert his command, spiked all of its cannon and returned to the captured vessel before support could be sent to the enemy from Puerto Plata. The *Sandwich* was then re-rigged and put into order for defense against the forces in the vicinity, which were estimated to be about five hundred men. As had been expected, a sea breeze prevented the attackers from sailing out of the harbor. The *Sandwich*, after being completely re-rigged, finally sailed out of the harbor accompanied by the *Sally* when the land breezes sprang up.

As a result of the Marine Corps having to furnish detachments to the many ships of the Navy which were hurried into commission and supply personnel for other activities a serious shortage of men was encountered within the first year of its existence. The situation was somewhat relieved by an act of Congress on March 2, 1799, which authorized an increase in the Corps of four officers and 196 enlisted men and which brought the authorized strength to a total of thirty-seven officers and

1,044 enlisted men. This little increase of men was soon absorbed into the rapidly expanding naval forces.

The most active ship of the Navy during the closing years of the war with France was the brig *Enterprise*, which carried a detachment of sixteen Marines. It was assigned for a time to the Guadeloupe or Windward Station, and during the year of 1800 captured nine French privateers, recaptured eleven American vessels and engaged and defeated a Spanish brig of war which had sought an encounter with it. Its most spectacular encounters with French vessels occurred during December of that year. It engaged in a spirited fight and captured the 10-gun privateer *L'Aigle*, a vessel fully equal in strength. Shortly afterwards it engaged the *Flambeau* in a two-hour fight, also defeating and capturing that superior vessel. The small arms fire delivered by the Marines from the *Enterprise* and the damage to the top masts of the *Flambeau*, which caused them to go overboard, were the deciding factors that gave success to the *Enterprise* in the latter encounter. The plucky vessel was withdrawn from the West Indian operations at the close of the war and sent to the Mediterranean, where it again distinguished itself fighting the Tripolitan pirates.

The above naval activities were only the more important ones. Many other engagements resulted in the capture of French vessels by practically every ship in the American Navy. Vast activities in convoying merchant vessels were also carried on as well as the protecting of channels of maritime commerce and performing duty on the several West Indian stations. All of these experiences tended rapidly to build up a fighting tradition in the Navy, which soon afterwards was carried over into the War with Tripoli and a little later into the War with England in 1812 during which war the fighting spirit of the American Navy probably reached its zenith. In addition to the activities of the Navy a large number of



merchant vessels were armed for defense and given commissions permitting them to capture French armed vessels. A number of these vessels also engaged in spirited encounters with French privateers and ships in various parts of the world.

#### SUPPORTING TOUSSAINT L'OUVERTURE

The wars in Europe had left the control of the French Island of Santo Domingo to whoever could maintain himself in authority. Toussaint L'Ouverture, a negro who had received considerable training in the Spanish Army, led a rebellion against the French authorities and gained control of most of the island. His only contestant for control was a mulatto chieftain, Rigaud, who held the southwestern portion of the island and carried on piratical operations in the adjacent waters. Toussaint negotiated with the United States and in exchange for trade privileges was given the support of several of our naval vessels. Early in the spring of 1800 Toussaint forced Rigaud to evacuate Grand and Petit Gouave and forced him to cease his piratical operations in that vicinity. The American war vessel *General Greene*, with a Marine detachment under Lieutenant James Weaver, in the meantime had blockaded Jacmel while Toussaint attacked it from the land side. As a result of the combined operations Jacmel was captured February 27.

Some picaroons under Rigaud retreated farther to the southwest and continued to prey upon vessels which became becalmed in the vicinity. The Island of Guadeloupe, near the Bight of Leogane, was the base of Rigaud in his depredations against merchant vessels. In March, 1800, the *Boston*, carrying a Marine detachment of thirty-six men, commanded by Lieutenant Jonathan Church, engaged in convoying some merchant vessels, was becalmed in the Bight of Leogane. With its guns housed to conceal the ship's identity, the *Boston* was attacked by nine barges of picaroons from Gonavies. It succeeded in driving off the assailants only after a fight that lasted five hours, during which five of the barges were disabled. The Marines took an active part in this operation. The *Boston* continued on that station for some time and had other engagements with the pirates as well as with some French vessels.

Toussaint finally forced Rigaud to flee to France. Rigaud later returned with the large French army under Leclerc that was sent by Napoleon to reconquer Haiti (Santo Domingo). Toussaint, who had received aid from the Americans in getting rid of the French and Rigaud, in turn assisted the Americans in putting down piracy in that region.

#### GUARDING PRISONERS OF WAR

The principal service rendered by the Marine Corps ashore during the belligerent outbreak with France was in escorting and guarding French prisoners taken from the many captured vessels. The Marines at different times were called upon to guard these prisoners on board ships and at jails at the principal ports of the country. Concentration camps

were established in interior towns to which the Marines escorted the prisoners and assisted by soldiers guarded them. The principal prison camp was at Frederick, to which place the Marines at one time escorted, by marching, a miscellaneous collection of French buccaneers, natives of various color from Haiti and Santo Domingo, and a number of regular French prisoners. Another concentration camp was maintained and guarded by Marines at Lancaster, Pa., for a time. Arrangements were eventually made to exchange these prisoners for Americans. It then became the duty of the Marines to escort the French prisoners back aboard ships for transfer to West Indian ports. At the close of the war the remaining French prisoners were liberated and returned to France aboard vessels which had been returned to France in accordance with the agreement in the peace convention.

In addition to the naval duties performed by the Marine Corps during the formative years of its history, regular Marine Corps personnel served on board the revenue cutters, thus continuing the practice that existed previous to the establishment of the regular Marine Corps.

Efforts to settle the difficulties with France had continued throughout the entire period of the war, but little progress was made towards adjustment until Napoleon Bonaparte came into power. Negotiations were entered into by his representatives early in 1800, but numerous delays occurred and a convention settling the difficulties was not finally agreed to until September 30. Both countries agreed thereafter to treat each other's citizens and commerce fairly and to restore certain vessels that had not already been condemned.

A few months after the ratification of the convention with France, Congress enacted the Peace Establishment Act which provided for a sweeping reduction in the armed forces of the United States. It authorized the sale of all naval vessels except the thirteen larger ones and provided further that only six of these with two-thirds of their full-strength crews be kept in commission. The vessels that were laid up were assigned a Marine guard of one sergeant, one corporal and eight privates each as part of their skeletonized crew. These reserve vessels were kept in the Eastern Branch of the Potomac at Washington. While the law itself did not specifically reduce the Marine Corps, President Jefferson directed a reduction of the rank and file of the Corps to four hundred under the authority granted the President by the act which established the Marine Corps.

In further keeping with the Administration's policy of national economy, Jefferson ordered, on May 21, 1802, that all Marines be dismissed except guards of one sergeant, one corporal and fifteen privates at each of the navy yards at Boston, New York, Philadelphia, Washington and Norfolk, competent guards for the vessels in ordinary and for the vessels arriving in the country. Such artisans and mechanics as were absolutely necessary to the Corps were allowed to be retained. As a result of these reductions there were only 483 enlisted men remaining by February, 1803, while in November of that year the officer personnel numbered only twenty-three. The Corps remained at approximately that strength until increased by Congress in 1809.

#### REMOVAL OF HEADQUARTERS TO WASHINGTON

The headquarters of the Corps remained in Philadelphia slightly less than two years after its establishment. The construction of the new capitol at Washington had

(Continued on page 72)



## SELECTING A COMMANDANT IN 1864

By JAMES C. JENKINS

■ John Harris' service in the office of the Commandant of the Marine Corps came to an end with his death on May 2, 1864. During his tenure of that office he appears to have had many difficulties with the other senior officers of the Corps. One of them he persisted in keeping in an inactive duty status even in time of war while the most competent of the field officers, at least the one to whom was entrusted the most important assignments during the war, Lieutenant Colonel John G. Reynolds, he had court-martialed on more or less trivial charges. Gideon Welles, Secretary of the Navy, confided to his diary after attending Colonel Harris' funeral that "his death gives embarrassment as to a successor. The higher class of Marine officers are not the men who can elevate or give efficiency to the Corps. To supersede them will cause much dissatisfaction. Every man who is over-slaughed and all of his friends will be offended with me for what will be deemed an insult. But there is a duty to be performed." His diary discloses a few days later how the "duty" was performed. Acting upon the au-

thority of a retirement law passed in 1862 and with the approval of the President he retired all of the officers of the Corps senior to his own choice, Major Jacob Zeilen, on June 9, and on the following day appointed Zeilen, as Colonel Commandant of the Marine Corps. Zeilen had entered the Corps as an officer October 1, 1831, and had had a great variety of experiences as a junior officer at sea and ashore. He had served with considerable distinction with the Pacific Squadron during the Mexican War and participated in a number of actions during the conquest of California and in the war along the west coast of Mexico. He had been brevetted major for his gallant conduct in the Battle of San Gabriel and La Mesa during the former operations. He was later fleet marine officer of the Pacific Squadron and in 1852 was especially chosen to be the fleet marine officer of the East Indian Squadron and accompanied Perry on his famous expedition to Japan. Although a major at the time he voluntarily commanded a company of Marines in Reynolds' battalion during the Battle of Bull Run. He commanded a battalion of Marines in August and September, 1863, which took part in the siege of Fort Wagner, S. C. At the time he was chosen as Commandant of the Corps he was serving as Commanding Officer at the Marine Barracks, Portsmouth, N. H.

## CRUISE ASHORE

CARRIE MORENO SHAW

■ An ex-service wife with a twelve year record in packing and puddle jumping, now presumes to say "we" are retired from the Marine Corps.

I don't know which of us hated more to give up the service life; possibly Ed had an edge on me, nevertheless, when a medical board gave him a survey for physical disability, we were like two lost souls adrift on a raft. Now, a year and a half later, we find ourselves, instead, adrift in a trailer and really enjoying life at its best.

I dare not repeat the comments we heard concerning the Shaws when we cast convention to the winds and set forth in our house on wheels. Remembering, though, the old saying, "—words will hurt me never," we turned a deaf ear to all in opposition and sallied forth in search of adventure and good health.

Trailers seem to have popped up suddenly on the four corners of the continent, and if the contagion continues to spread, I venture to say Roger Babson's prediction that "half the American population will be on wheels in twenty years" will come true. However, there is a distinct charm about trailer traveling, and once the germ gets into your blood there is little hope of dismissing it. After you have taken to the highways, your enthusiasm increases, for living near to God and Nature produces a happiness one seldom wants to relinquish, therefore, with

an apology to the Marines, once a trailerite, always a trailerite.

Good medical authority had warned me that Ed needed a complete change of atmosphere, new interests, a hobby. To make a long story short, we hit upon the idea of a trailer, and with untold interest set about picking one out.

We were in Skyland, near Asheville, at the time, and we established an almost daily run between our cottage in the mountains and three nearby tourist camps. We figured the best way to learn about trailers was through seeing them and talking to owners, and if a trailer passed through Western North Carolina without our looking it over, well, I take off my hat to the man who evaded us.

Anyone who has a trailer is almost invariably good-natured, and owners showed us with pride the fine features of this and that model that we found parked nearby us. We studied pamphlets galore, too, weighed this and that point of construction, then finally selected an eighteen foot (over-all) cruiser with maroon leatherette outer covering and mahogany plywood interior finish. Strange to say, we had never seen a trailer like the one we ordered, however, in making a choice we considered the things that we believed would afford us maximum comfort for a year around home. We have never regretted our purchase, I am thankful to say.

A circus would not have created more excitement in our summer colony than did the arrival of the trailer. Every one in the neighborhood came to see it, and in turn they spread the word of its presence and "trailer tapping" began in earnest. If we had charged an admitt-

tance fee, as one visitor suggested we should have done, we soon would have paid for the new house, however, we were so proud of our plaything, and it was great fun displaying its accessibility as a living room, dining room, kitchen, bedroom and bath. It was driven across country from Detroit, Michigan, and believe it or not, Ford Rockefeller was the name of the nice young chap who delivered it.

For a week we held open house in the trailer, then, when the novelty had worn off and everyone had had their fill of scrutinizing it, we transferred our belongings from the summer cottage and made ready to take to the open road. We had accumulated so many things besides those we had taken to North Carolina, and it was lucky we had selected a model generous with storage space.

So many trailers are built for short vacations rather than for a permanent home, but that type would never suit us. We have wearing apparel for the twelve months of the year, rain or shine. Not an inch of space is wasted in this little house, and the beauty of the thing is that everything has its place, either in a large clothes closet, medicine cabinet, linen press, fuel or vegetable bin or china cupboard.

A jar of homemade jam is a welcome addition to our table and fortunately there is even a cool place set aside for just such sweets when I do the semi-annual preserving. Then a fifty-pound ice box holds an abundance of perishable food, while beside it is the compartment for staple and canned goods.

We hitched up and waved good-by to friends in Skylan on the afternoon of September 17, 1935, and although we had actually lived in the trailer for several days before that, we soon found we had lots of things to learn about trailer life.

First of all, we must keep an ample supply of food on hand at all times. A house on wheels affords us that glorious privilege of parking where fancy desires, and we certainly don't want to be dependent upon a grocery store for our supplies each time we stop to camp. Besides, we often run into friends and we enjoy inviting them in for impromptu meals, just as we would if we were living a conventional service life.

As we look back a couple of years, we can remember how discouraged we were at the physicians' advice, "Don't try to do any work, but instead travel, travel for two or three years if you want to regain your health." When insurance, rent, taxes, doctors' bills and the inevitable incidentals had been taken out there was little left of the retired pay check. Food was sky-rocketing and clothing expensive too. There was barely enough to live on, and we'd still have been striving hard to make ends meet had it not been for the trailer idea, which not only to us, but to thousands of others, has proven such a blessing.

There is no keeping up with the Jones in trailer travel, still we live comfortably, happily, and enjoy the companionship of interesting and delightful people. As in every walk of life, we meet all sorts and conditions, however, if we do not like out neighbors we can move on. We have found it most satisfactory to patronize camps rated by the American Automobile Association. Some of these are by no means perfect, but at least they are the best to be had in the vicinity, and they draw the better class of people.

One half of the world scarcely knows how the other half lives until they hobnob with strangers from near and

far, but since we began our trip we have gleaned aplenty in the informal atmosphere of a camp group. In each place we have made true friends, and I know my future as a writer would be assured if only I could weave together the fascinating stories that have incidentally come to light during the past year.

The expense of trailer travel depends entirely upon the individual; how much he is actually on the road, the amusement in which he indulges, and how long he stays parked in one place. We find provisions are fairly reasonable, and this is due to our moving from place to place with the seasons. Parking privileges usually run anywhere from 25c to 50c per day, occasionally a little higher in a big city camp, but it is seldom that you are not offered a far better weekly or monthly rate. These prices include water for your tank, showers, laundry privileges and electricity for lighting.

Camps everywhere are improving and officials are fast realizing that trailers are an asset to a city. In consequence, numerous attractive municipal parks are now catering to the house on wheels.

Ever since we started out we have kept to our resolution to drive leisurely, and I believe that is the reason we have enjoyed our tour so thoroughly. We make an early start, the days we are on the road, and we stop, as a rule about noon. We gather all the maps we can find, study the points of interest, and then browse around sightseeing to our heart's content. Hundreds of places are free to the public while others require a nominal entrance fee.

Trailer life has certainly broadened our viewpoint extensively, and after a year of wonderful travel through twenty-two states and Canada, we feel that we have gained a liberal education. We have kept a strict account of our expenditures, too, and it might seem unbelievable when I quote \$250.00 as the approximate cost of all gas and oil we have consumed. Remember also there is no house rent to pay back home, trailer taxes are small, and trailer nickels seem to stretch farther.

This is really a glorious way to enjoy a year or two of freedom, and if one would follow the route we have taken they would thrill at the beauty of diversified scenery. Each state possesses an individual attraction, and we have found unlimited hospitality and amusement, to say nothing of intellectual advantages that are priceless. In fact, what could be better antidote for ennui, ill health or an unruly set of nerves than a Fall season in the colorful lake country of the upper Middle West, a Winter on Florida's sunny beaches, Spring with its abundant flowers abloom on the Atlantic coast, Canada in June, or a Summer amid the snow-capped peaks of our famous National parks? These are only a few of the joys we have experienced, and there are still miles and miles of "unexplored" country awaiting us carefree trailerites.

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## PRIZE ESSAYS

First Prize: First Lieut. Wallace M. Greene, Jr., U.S.M.C.

Second Prize: Lieut-Colonel Louis W. Whaley, U.S.M.C.

Third Prize: Captain Alfred R. Pefley, U.S.M.C.

## MARINES IN SAN FRANCISCO EARTHQUAKE AND FIRE

■ The motion picture "San Francisco," which is now having a popular run throughout the country, has served to renew interest in the San Francisco earthquake and fire and the few brief scenes in that picture which show Marines on duty reminds us that the Marine Corps in addition to the other branches of the regular service performed many outstanding and heroic duties during that great national disaster. The Marines were among the first troops to arrive upon the scenes of the great disaster, and when they were sufficiently augmented by all available Marines in the San Francisco area they took over the full control of a large district of that city and rendered innumerable services to the people as well as to property owners.

The first Marines to arrive upon the scene were a detachment of fifty-eight Marines from the Naval Training Station on Yerba Buena Island, in San Francisco Bay, under the command of Captain Arthur T. Marix. This detachment of Marines arrived in the city early in the evening of April 18, 1906, the first day of the disaster, and with untiring efforts remained continuously on duty for over thirty-six hours helping to preserve order, rescuing people from burning buildings, guarding the custom house and other public buildings as well as guarding many valuables in the vicinity of Union Square.

The next contingent of Marines to arrive was a battalion from Mare Island under the command of Lieutenant Colonel Lincoln Karmany, who were ordered into the city from Mare Island during the night of the first day of the disaster and arrived at Fort Mason at 6.30

A. M., and reported to Brigadier General Frederic Funston. These Marines were initially employed in guarding several hundred convicts from the State Prison and a considerable number of looters. They also maintained guards over the sub-treasury and helped to fight the spreading fires which became more and more a source of danger since the city water supply was entirely cut off. On the third day after the arrival of the battalion it was joined by Marix' detachment and the Marine guards from the *Chicago* and *Marblehead* and took over the 4th district of the city, part of which was burned and covering in all some two hundred blocks. The Marines in this district were engaged in preventing fires, providing shelter and relief stations for refugees and in restoring confidence among the inhabitants. Outstanding services were performed by a number of officers and enlisted men of the battalion. The demolition work performed by Private W. P. Bruton, from Mare Island, was particularly outstanding. While in charge of the dynamite party wrecking buildings to prevent the spread of the fires he almost continuously exposed himself not only to the danger of explosives but to those of numerous burning buildings.

Karmany's battalion of Marines remained on duty in San Francisco for a period of about three weeks until their services were no longer needed, when they were withdrawn on May 10 and returned to their regular station. They were commended for their services not only by General Funston but by numerous influential citizens and groups of citizens of the city of San Francisco.

## PRIVATE CEMETERY ON SEAVEY ISLAND, MAINE

COLONEL ROBERT L. DENIG, U.S.M.C.

■ There is a small cemetery on the southwestern point of the Naval Prison grounds that shows five graves. The stones of four of them are just slabs of rock, evidently replacing the original stones, the fifth is larger and though chipped and broken, shows the form of a conventional tombstone. All were heavily whitewashed. When the temporary prison buildings were erected during the World War, they were placed so as not to disturb the graves. They now lie on a mound some six feet higher than the surrounding land, which had been leveled to accommodate the structures.

Inquiries among the oldest employees and others stationed here in the past, as to whom lay buried here, always brought negative answers. The public works office apparently had no definite information. There seemed to be a belief that the Government was required by its purchase deed to care for the graves. That this small plot was not included in the sale. That the persons buried there were Seaveys. That it was a family massacred by the Indians, whose breadwinner found them scalped when he returned from a fishing trip.

In hopes that the question could be solved, the stones were removed and cleaned with lye water and wire brushes. They were incrusted with nearly a half inch of paint, white-wash and cement. Beneath this coating

on the larger slate stone was found the following inscription surmounted by a skull, cross-bones and hour-glass and flanked by a conventional design with a weeping willow tree motif:

"Here Lyes Ye Body of Elizabeth Eastwicke  
Wife to Stephen Eastwicke Aged 31 years  
2 month<sup>s</sup> & 20<sup>d</sup>  
Died April Ye 16th 1714"

The question then was to identify Elizabeth. A search of records and of genealogy established the following facts:

James I, of England, in 1620, granted to forty gentlemen, who were called the Council of Plymouth, all land from ocean to ocean from near the mouth of the St. Lawrence River to the neighborhood of Philadelphia.

This Council in 1622 granted to Sir Ferdinando Gorges and Captain John Mason all lands from the Kennebec to Merrimac rivers for a depth of 60 miles inland.

In 1629 Gorges and Mason divided their land and Gorges was confirmed by the Council in his portion of the tract, that lay between the Piscataqua and Kennebec rivers.

Subsequent to 1629 there were further grants and subdivisions but Gorges retained his holdings until his death in 1647.

The earliest settlers about the mouth of the Piscataqua apparently were squatters. George Purington, it is

thought, was the first person to live on the two islands that now compose the Navy Yard. He used the islands as a place to cure fish, and probably claimed proprietorship from right of possession. His tenure was of sufficient duration for the islands to become known as Puddington Islands.

In 1631 there came to Portsmouth Reginald or Renald Fernald, of Bristol, England. He was the surgeon of Captain John Mason's company and settled at Strawberry Bank, the old name of Portsmouth. Tradition has it that he was a surgeon in the English Navy, resigning his post to come to America. He is variously mentioned with the titles of Lieutenant and Captain. He was clerk of the court, recorder of deeds, commissioner and surveyor, and was the town clerk at the time of his death. He lived on "Doctor's Island," now Pierce's Island, where he died in 1656, and is said to have been buried at Point of Graves Cemetery, in Portsmouth.

He married Joanna Warburton, who died in 1660 and was buried next to her husband.

Dr. Fernald had seven children, the eldest, Thomas, was born in 1633. On May 3, 1645, one Richard Vines, an agent for Sir Ferdinando Gorges, gave a perpetual lease of the islands to Thomas for a yearly rent of 2 shillings and 6 pence. This lease was in all intents a gift to the 12-year-old son of Dr. Fernald for his father's sake.

According to the "Fernald Genealogy," by Charles A. Fernald, Thomas married Temperance Washington, of Virginia (who was the daughter of Robert Washington and his wife Anna, daughter of Sir Robert Bruce Cotton, who removed to Virginia from England in 1630).

Thomas, about 1650, built himself a house near the southeastern point of the larger island, which had become known as Fernald Island. This house stood about 100 yards east of the tower of the Naval Prison, and in time a little family cemetery was laid out about the same distance further east.

Thomas was a shipwright and apparently inherited most of his father's real estate that was principally rep-

resented by various islands in the harbor. For his mother's last will and testament, made April 23, 1660, bequeathed only her home on Pierce's Island and personal property.

To Thomas: "I give and bequeath unto my son Thomas one musket and a barrel of a fowling piece and all the carpenters and joiners tools." A bequest well fitted to his location and trade.

In 1671 he and his wife Temperance deeded to his youngest brother, William, "as alsoe for fulfilling of the last will of our dere father, Renald Fernald" the northmost of the two islands, then known as "Lay Clayme" Island, perhaps because Purington had laid claim to it.

In 1688 he deeded to his sister Sarah all of Pierce's Island.

In 1794 the heirs of William sold Lay Clayme Island to William Dennett, of Kittery, for 500 pounds, and the island in time became known as Dennett's Island. He sold the island, whose area was 58 acres, to the United States in 1800 for \$5,500.

Thomas, who died in 1697, and Temperance, who died in 1706, had ten children, the eight surviving inherited land on Fernald Island, the division being made by "lot" in 1702. Elizabeth was the youngest daughter and married Captain Stephen Eastwick, a shipmaster. She inherited that part of the island where the Naval Hospital is located and the adjacent Jamaica Island. The grandchildren of Thomas and Temperance began the disposal of the island in 1721, for in that year Stephen Seavey bought from Mary Kelly, daughter of Joanna Fernald, 16 acres and from Elizabeth Kennard, daughter of Patience Fernald, 16½ acres. Later in 1730, John Henderson, son of Sarah Fernald, conveyed 17 acres more. His property included Henderson Point.

Stephen Seavey was the first Seavey to own land on the island. The first time in records that the island was called "Seavey's" was in a conveyance of land on November 14, 1796, by Stephen Seavey, Jr., to Josiah Davis, the conditions being that, "said Davis should furnish him with meat, drink, lodging and apparel, etc., during life."

The activities of the Navy Yard increased to such an extent that in 1855 it was considered advisable to purchase "Seavey's Island." It was not till the Civil War that Congress approved the purchase of the island for \$105,000 at a cost of \$1,000 an acre.

The gravestone of Elizabeth Eastwicke has been restored and a marker placed designating this as the burial plot of Thomas and Temperance Fernald, the original owners of the island.

#### THE RED CROSS HELPS VETERANS

Red Cross has an obligation to veterans who sustained injuries as the direct result of war and so long as they require Red Cross help as a result of such disabilities the funds and personnel of this organization are at their disposal. Nor is this Red Cross service limited to the disabled of the World War and their dependents, but embraces the veterans of all wars who are suffering from service-incurred disabilities.

The primary object of the Red Cross Home Service is to rehabilitate disabled veterans. Relief is only an emergency measure to tide them over until more permanent steps can be worked out for their security and that of their families. Helping veterans to secure from their Government compensation due them for service-incurred disabilities is one step toward rehabilitation. Re-education for those physically handicapped, but not wholly



disabled, so that they may secure employment is another way of helping them to economic security.

Physicians and medical social workers in hospitals treating veterans use the Home Service facilities of Chapters to secure detailed medical and family histories needed as an adjunct to the diagnosis and treatment of certain diseases. This is a highly constructive and therapeutic service which the Red Cross played an important part in developing.

Although the preparation of claims is a most important service of the Red Cross to war-disabled veterans it is only one of the many ways in which this organization works to help the disabled veteran to rehabilitate himself and his family.

Thousands of veterans whose claims for disability compensation or pension are awaiting adjudication are receiving material assistance from their local Red Cross Chapters. Months may elapse between the time the Red Cross begins its work of gathering evidence and filing a veteran's claim and the time it is acted upon by the Veterans' Administration. This is especially true where no reference to the veteran's disability can be

found in the War Records. The veteran may have been treated for his injury at some hospital in France which did not record the case with the military authorities or his disability may have developed immediately after his discharge from service and treatment given by some local physician. In the years that have lapsed since the cessation of hostilities many of these private records have been lost or mislaid, many physicians have died and others have moved. A tremendous amount of correspondence is often necessary to establish the proof demanded that these veterans' disabilities are service-connected. In the meantime the veteran and his family must live; they must have food, shelter, clothing. They may need medical or nursing care, perhaps a special diet for one of the youngsters. Meeting these emergency needs is another phase of Red Cross service to war-disabled veterans.

Each year the Red Cross invites the citizens of the Nation to share in its Home Service and other humanitarian programs by enrolling as members during the Roll Call, from Armistice Day to Thanksgiving. Membership dues make Red Cross service possible. Join!

## MARINE CORPS UNIFORMS, MEXICAN WAR PERIOD

JAMES C. JENKINS

■ The uniform group on the front cover of this issue was painted by D. L. Dickson, Second Lieutenant, U.S.M.C.R., and presents a combination of uniforms worn by the officers and enlisted men of the Marine Corps in accordance with the Uniform Order of May 29, 1839, and subsequent slight modification. This uniform was worn until 1859, when it was considerably modified by a new uniform order. The group is represented standing on the front steps of the Commandant's Quarters at the Marine Barracks, Washington. The figures from left to right are a private as sentry on post in dress uniform, a first lieutenant in undress uniform, the Commandant, Brigadier General Archibald Henderson in full dress uniform, a fife major in full dress uniform, and a staff officer of field officer's rank, also in full dress uniform.

The uniform for corporals and sergeants with the following exceptions was the same as the private as shown. The corporal's coat had two buttons and loops on the slashed sleeve (cuff) made of yellow worsted which indicated his rank. A sergeant had the same three buttons and loop, indicating his rank. In addition the sergeants wore yellow worsted epaulettes with worsted fringe in imitation of bullion, while an orderly sergeant (a rank given to sergeants commanding small detachments) wore a red worsted sash around the waist. In lieu of the uniform as shown white linen or cotton trousers and a white linen jacket were worn in summer. Ankle boots were worn usually under the trousers. A less formal cap than that shown in the picture, similar to that worn by a first lieutenant and made of sky blue kersey, was worn when in fatigue dress. The sergeants when in that informal uniform wore two plain stripes of worsted lace placed diagonally on each arm below the elbow, while the corporals in fatigue dress wore one such stripe. All enlisted men wore black leather stocks.

The First Lieutenant in the group is wearing the undress cap of blue cloth, black patent leather visor with twilled silk band and a Marine Corps button on each side. The cap device consisted of the letters U.S.M. in

silver German letters surrounded by gold wreath three-fourths of an inch wide. The rank device for the undress uniform worn on the shoulder—a cloth shoulder-strap four inches long and one inch wide—was adopted by the Marine Corps in 1840. A first lieutenant of the line wore one gold bar. The captains wore two. Majors wore a silver embroidered flower similar in appearance to the present leaf, while lieutenant colonels wore the same embroidered in gold. A colonel wore a gold spread eagle. The sword worn by all officers was of the Mameluke hilt as now worn but was carried in a brass scabbard. The undress belt shown was of black patent leather and the belt plate bore the same insignia as the cap ornament.

When in full dress uniform the lieutenants wore a coat similar to the other two officers shown in the picture, except that two loops and buttons only were worn on the cuff and the skirt of the coat, which was 3½ inches shorter than that worn by the officers of higher rank. Captains similarly wore three loops and buttons. The formal head dress of lieutenants was a black beaver cap with a plume of red cock feathers and similar in general design to that worn by the enlisted men of the picture. They wore gold bullion epaulettes with fringe somewhat smaller and one inch shorter than the half-inch fringe on the epaulettes of the higher ranking officers. Captains of the line, when in full dress uniform, wore a cocked hat as shown for field officers with red cock feather plume. The epaulettes worn by a captain were the same as those worn by field officers except that the fringe was shorter and the strands of smaller diameter, but larger than those worn by a lieutenant. The uniform worn both by the Commandant and the staff officer which presents a back view is shown in both cases by the uniform of a field officer. As noted between the turnbacks of the skirts of the staff officer's coat there is a gold embroidered shell and flame similar to the present bursting bomb of the Army Ordnance Corps. Except as noted the full dress coat of officers and the dress coat for enlisted men was of the same general design. Officers in formal uniform wore a crimson sash of silk net with a heavy bullion fringe tassel at each

end which hung on the left side with the sash wrapped twice around the waist. Staff officers then as now wore gold aiguillettes while in full dress uniform. Staff non-commissioned officers wore similar aiguillettes of yellow silk and a crimson sash with a plain fringe. A crimson and gold sword knot with a bullion tassel was habitually attached to the hilt of the sword. The sword belt for formal wear was of white leather similar to the cross belting worn by the enlisted men.

## MARINE CORPS RESERVE

The following changes have been made in the Marine Corps Reserve since the last issue of the GAZETTE:

### APPOINTMENTS:

With rank from 1 July, 1936:

- 2d Lieut. Maynard C. Conner, VMCR.
- 2d Lieut. Ernest H. Gould, VMCR.
- 2d Lieut. William S. Vasconcellos, VMCR.
- 2d Lieut. Joseph S. Reynaud, VMCR.
- 2d Lieut. Jacob D. Guice, VMCR.
- 2d Lieut. Harold C. Boehm, VMCR.
- 2d Lieut. James L. King, VMCR.

With rank from 1 July, 1936:

- 2d Lieut. Arthur N. B. Robertson
- 2d Lieut. Charles H. Hulvey, Jr.
- 2d Lieut. Robert E. Smithwick
- 2d Lieut. Karl E. Case
- 2d Lieut. Henry B. Daniel
- 2d Lieut. Alma R. Jensen
- 2d Lieut. George T. Wogan, VMCR.
- 2d Lieut. Alvin S. Caplan, VMCR.
- 2d Lieut. James D. Good, VMCR.

With rank from 28 August, 1936:

- 2d Lieut. John R. Knowles, FMCR.
- 2d Lieut. Ralph R. Yeaman, VMCR.
- 2d Lieut. Laurence E. Treadwell, FMCR. (A)

With rank from 15 September, 1936:

- Captain Walter T. Short, FMCR.
- 2d Lieut. James H. Myers, Jr., FMCR.
- 2d Lieut. Charles M. Shore, Jr., FMCR.

With rank from 22 September, 1936:

- 1st Lieut. Edward T. Heineman, FMCR.
- 2d Lieut. Joe M. Bentley, FMCR.
- 2d Lieut. Walter T. Payne, VMCR.

With rank from 2 October, 1936:

- 1st Lieut. Paul A. Fitzgerald, VMCR.

With rank from 8 October, 1936:

- Captain Morton Nachman, FMCR.
- 1st Lieut. Robert L. Ward, FMCR.
- 1st Lieut. Robert C. McDermond, FMCR.
- 2nd Lieut. Maurice L. McDermond, FMCR.

With rank from 9 October, 1936:

- 2d Lieut. Kenneth A. Woolsey, FMCR. (A)

With rank from 20 October, 1936:

- 1st Lieut. Hayden Freeman, FMCR.

### PROMOTIONS:

With rank from 22 May, 1936:

- 1st Lieut. Edward H. Wright, 3d, FMCR. (A)
- 1st Lieut. Walter F. Kimball, FMCR. (A)
- 1st Lieut. George B. Wilson, Jr., FMCR.

With rank from 8 June, 1936:

- 1st Lieut. Robert H. Adams, Jr., VMCR.
- 1st Lieut. Raymond B. Hurst, FMCR. (A)

With rank from 3 August, 1936:

- Captain John B. Jacob, FMCR. (A)

The uniform for staff non-commissioned officers was similar in design to that shown on the Fife Major, except that it was dark blue. They wore epaulettes similar to those of lieutenants.

A shell jacket of navy blue cloth somewhat similar to the present blue mess jacket worn by Marine officers completed the uniform outfit of the officers of those days. A white jacket of the same general design was provided for summer wear.

With rank from 28 August, 1936:

- Captain William C. Smith, FMCR.

With rank from 15 September, 1936:

- Captain Harlan Hull, FMCR. (A)

With rank from 22 September, 1936:

- Captain John J. Carter, FMCR.

- Captain John W. Scott, FMCR.

With rank from 20 October, 1936:

- Captain Alan T. Hunt, FMCR.

With rank from 23 October, 1936:

- Major Joseph P. Sproul, VMCR.

### RESIGNATIONS:

From 24 August, 1936:

- 2d Lieut. Chas. H. Jones, VMCR. (A)

From 26 August, 1936:

- 1st Lieut. Boyd E. Phelps, VMCR.

- 2d Lieut. Edward S. Thompson, VMCR.

From 9 September, 1936:

- 2d Lieut. John Inglis, VMCR.

From 21 September, 1936:

- 1st Lieut. August H. Malsberger, VMCR.

From 23 September, 1936:

- 2d Lieut. James D. Gillespie, VMCR.

From 13 October, 1936:

- 2d Lieut. Leonard P. Schwarzbach, VMCR.

From 22 October, 1936:

- 2d Lieut. Fred S. Foster, VMCR.

- 2d Lieut. Henry Van Amringe, FMCR.

From 30 October, 1936:

- 1st Lieut. Theodore L. Bartlett, VMCR.

From 2 November, 1936:

- 1st Lieut. John M. Derwin, VMCR.

### TRANSFERRED TO HONORARY RETIRED LIST:

2d Lieut. Maurice S. Hardin, VMCR, 7 October, 1936

### DIED:

2d Lieut. John S. Pfeiffer, VMCR., 30 July, 1936

### AVIATION CADETS:

Appointed from 1 September, 1936:

|                       |                          |
|-----------------------|--------------------------|
| Arthur H. Delareuelle | Joe B. Mauldin           |
| Norman E. Denning     | Harvey D. McMurtry       |
| Robert J. Hoey        | Leon A. Ranchynoski      |
| William A. Kuretich   | Theodore W. Sanford, Jr. |
| Peter D. Lambrecht    | Everette H. Vaughan      |

Appointed from 30 September, 1936:

|                        |                    |
|------------------------|--------------------|
| Jens C. Aggerbeck, Jr. | George W. Nevils   |
| Paul H. Ashley         | William F. Reuther |
| Richard M. Baker       | Jonathan N. Romine |
| Harry F. Busby         | Barnette Robinson  |
| William F. Mershon     | Vernon O. Ullman   |
| William A. Millington  | Max J. Volcansek   |
|                        | Ralph R. Yeaman    |

## LEATHERNECKS ADD TO STRENGTH\*

COLONEL ROSS E. ROWELL  
*Director of Aviation, U. S. Marine Corps*

■ Marine Corps Aviation as an integral part of the naval aeronautical organization has developed along lines closely paralleling those of the Navy. It has participated in the present naval building program and is now approaching the aircraft strength which will be culminated in 1940. This plan contemplated an aircraft operating strength of 102 active airplanes by that year. In the meantime, however, a small separate observation squadron has been established at Saint Thomas, Virgin Islands, which is in addition to the above named figure and will result in an ultimate strength of 110.

The Marine Corps has been confronted with personnel difficulties similar to those that have confronted the other branches of the service. In order to meet the deficiency in pilot strength the Marine Corps has participated in the aviation cadet plan recently inaugurated in the naval service. This plan has the dual purpose of both supplying the personnel needs of the regular establishment and, at the same time, building up a class of highly trained Reserve officers. The doctrine of Marine Corps Aviation is distinctly naval in character. It is designed to participate in overseas operations as a part of the Fleet Marine Force, an organization which is a part of the Fleet Base Force. Thus it can be said that Marine Corps Aviation is wholly amphibian in its nature, which is in keeping with the traditions of the Soldiers of the Sea. Not only are all of the present tactical aircraft of the Marine Corps equipped to operate from carriers, but approximately one-half of the organization is actually assigned to the Aircraft Battle Force and carries out frequent exercises aboard the carriers of the big fleet. A rotation of personnel provides this seagoing training

for the entire personnel of Marine Corps Aviation. The squadrons which are not actually operating with the carrier groups participate annually in fleet exercises.

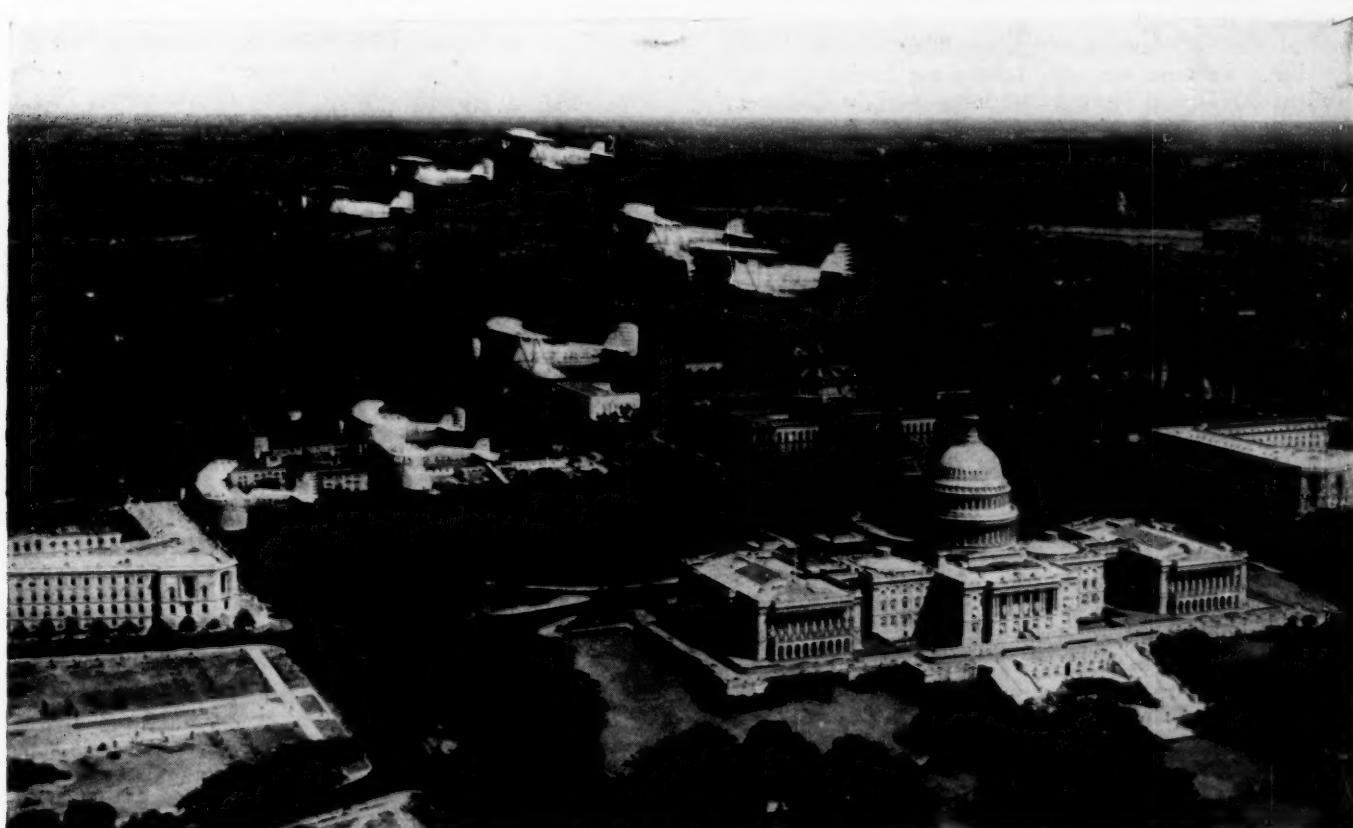
The Marine Corps Reserve is divided into two elements, designated as the Fleet and Volunteer Reserves. The Fleet Reserves are the organized elements and the unorganized part constitutes the Volunteers. There are approximately 100 Fleet Reserve pilots and about fifty more in a volunteer status. The Fleet Reserve includes ten observation squadrons and three service squadrons, with an enlisted personnel approximating 600 men.

In addition to service at home and with the fleet, the Marine Corps squadrons have had a great deal of tropical experience. Following the World War observation squadrons were established in Santo Domingo and Haiti. Shortly after, a squadron was also established in Guam. In 1927 two squadrons operated in North China. Probably the most valuable experience that Marine aviators have had since the World War was the Nicaraguan Campaign. From March, 1927, until January, 1933, one tactical squadron and one transport were stationed at Managua. That campaign not only provided a highly valuable experience to the flyers, but was an invaluable demonstration of the exceptional usefulness of air power in bush warfare. The experiences gained in Nicaragua have gone a long way toward converting the Marine Corps as a whole unit into an airminded organization.

At present all of the tropical activities of the Marine Corps flyers have ceased, with the exception of the unit stationed at Saint Thomas, Virgin Islands.

While the tropical service in the Marine squadrons produced a group of highly skilled and resourceful pilots, the concentration of the squadrons in the United States has given an opportunity for group training which was previously lacking. It can be said that the aviation organization of the Marine Corps today is in a higher state of efficiency and training than at any time since its beginning.

\*By permission of National Aeronautic Magazine.



## THE COCO PATROL

### Operations of a Marine Patrol Along the Coco River in Nicaragua

MERRITT A. EDSON, Captain U. S. Marine Corps

(Continued from August Issue)

The night was spent at Great Falls. At daybreak, I sent two men to Kuabul with the following message for Sergeant Shconeberger: "Am leaving GREAT FALLS for ranch of Augustino Rivera on CASCA RIO which empties into WASPUC one hour above MUSAWAS. If Suma boy you have knows trail to MUSAWAS you and two squads move there by trail. Send boats with Porter's squad by water to same place. Will meet you MUSAWAS tomorrow. Make all speed possible. Distribute load in boats so all will have equal pull and can make same speed. Send following message to CO EASTERN AREA: 'CP CLOSES KUABUL NOON STOP EDSON AND FIVE GOING GREAT FALLS TO MUSAWAS COMMA TWO SQUADS KUABUL TO MUSAWAS STOP BOATS MOVING VIA PIS PIS CREEK AND WASPUC SAME PLACE STOP MUSAWAS SHOWN ON MAP AS TULULUK STOP FULL DETAILS ON ARRIVAL RADIO AT MUSAWAS.' 0530."

We could carry out the mission assigned us easier and more effectively at Musawas than we could at Kuabul. We would be covering three trails instead of one; we were only a half day's march further removed from the Pis Pis area than at Kuabul; we could move more quickly in any direction; and, perhaps the most important, I hoped to find a greater food supply at Musawas than I had at the two houses which made up the settlement of Kuabul. Because we were subsisting Indian boatmen as well as ourselves, our rations were rapidly disappearing. The squad with which I was making this Neptune-Casca reconnaissance had carried only an emergency ration of a can of beans apiece; for our regular meals we depended on what we could find. Beginning the next day (May 9th) the entire patrol would be completely dependent on the country for food.

The twenty-two mile trail to Rivera's ranch was not an easy one. It led through thickly wooded, uninhabited jungle and, like so many Nicaraguan trails, was all uphill and down. From the time we left Great Falls until we came out on the clearing on Casca River we did not pass a single habitation. The trail led across the headwaters of numerous streams draining into the Waspuc so that there was no respite from the hills. Up one steep mountain side; a few steps over the crest; down the other side which was fully as steep; a few steps through the stream at the bottom of the valley; and then the whole process to be repeated time and again throughout the day. My men were not so used to this kind of work as they would be later; because of constant wetting and driving, their shoes were in poor condition; sand and gravel got into them and, in spite of all precautions, their feet became sore. And light rations with no noon-day meals

had their effects. Early in the afternoon, one of them informed me that he could go no further, that it was an utter impossibility. He was, in fact, suffering from incipient malaria. I had already relieved him of his pack and was carrying it along with my own. He could still walk and there was nothing which I could do for him. Even when I told him that he would have to go on with the patrol or shift for himself, he maintained his inability to take another step. At the end of a few minutes, I ordered the remainder of the patrol to pick up their packs and to move off without him. Realizing then that I was not bluffing, he decided that perhaps he, too, could manage to go along. But the rate of march was slowed down for the rest of the day.

We reached Rivera's just before dark. Much to my disappointment we found neither horses nor mules; a thorough search disclosed only a couple of pack bulls. However I found the trail leading to Casa Vieja, twenty-five miles or so to the south. I was told that the two hundred mounted men reported there were Jiron's band and that they had left for the west several days before. Aguerro and his group had not been seen. There was a trail leading part way to Musawas. Trading was done at Pis Pis. If anyone ever wanted to go to the Waspuc River, pitpans and the water route were used although there were a couple of large falls which had to be portaged on the way. The water at this time of year was not deep enough for the bateaux which were with my patrol.

Early the following morning we headed for Musawas. The trail carried us away from the Casca River. When it finally gave out, we headed northeast cross country. The going was slow, but eventually we again came to the river. We made a makeshift raft which was not very satisfactory, but it was better than cutting trail through the bush. About dark, we were lucky enough to find two old pitpans with holes in their bottoms which we patched with pieces of an Indian bark blanket that I was carrying. In these, with holes and pieces of boards as paddles, we reached Musawas shortly after noon on May eleventh: I found the main body of my patrol had carried out the orders issued from Great Falls and had arrived there two days before. They were just beginning to get worried as to the whereabouts of my small reconnaissance party, two days overdue.

Musawas was the largest settlement of the Suma tribe of Indians. These people had been the natural enemies of the Miskitas who defeated them, treated them as slaves and vassals, and driven them into the headquarters of the tributaries of the Coco. They are rapidly becoming extinct. They were not excellent river men like the Miskitas, but I found them to be vastly superior in woodcraft and much more useful in the hills. Musawas itself consisted of a collection of very poor huts; filthy, dirty and squalid compared to the poorest settlement I had found along the Coco. The only exception was the Moravian Mission compound. The chapel and mission house were well-built, wooden frame buildings, with good wooden floors and remarkably clean amongst such squalor. The chapel was used as a barracks and the mission house became patrol headquarters, galley and mess hall. The native missionary was in Cape Gracias; I had seen him when he passed through Waspuc. The Indians, themselves, had entirely disappeared, driven

to the bush by the stories spread by the bandits when they passed through. With one or two exceptions, they remained hidden until our Miskita boatmen left us. It then appeared that their fear and hatred of these few Miskitas had kept them away fully as much as their distrust of us. Two years later, after the Marines were withdrawn to the coast, the outlaws again visited Musawas, killed the missionary by first cutting off his hands and then beheading him, and destroyed the entire village in retaliation for having given us shelter.

Here we found some dried beans, a few cattle and the ever present banana. For ten days we subsisted on the three B's: bananas for fruit, beans for cereal and beef as the pièce de resistance for breakfast; bean soup, broiled beef and bananas for dinner; and a slum made of all three for supper. A little real monkey meat—the sweetest and most tender of any meat I have ever eaten—was added occasionally for variety. The monotony of the ration would not have been so bad if we had had any salt with which to season it, but there was not a grain to be had. When Lieutenant Cook finally arrived with rations from Waspuc, the salt sack had been accidentally left on the river bank when the boats were loaded. One with a vivid imagination can guess with what words of welcome this bit of information was received! It was not until the evening of the twenty-fourth that we had salt added to the ration.

I was determined to push on to the west. My first move was to send Schoneberger with one squad to the Pis Pis with instructions to bring back every pack animal which he could find. I was convinced that, with a few good Indians to cut trail ahead of us, we could move in any direction in that locality at a fair rate of speed whether regular trails existed or not.<sup>11</sup> On the same day (May 12th, 1928) I evacuated three sick enlisted men to Waspuc with orders to Lieutenant Taft to send immediately every man of the *Denver* Detachment and all the rations which he could spare.

Schoneberger returned to Musawas on the fifteenth with one horse, six excellent mules, three pack bulls, and all the necessary aparejo. These had been turned over to us by Sr. Nutieros of Neptune and receipts given to him therefor, drawn on the Area Quartermaster at Puerto Cabezas.<sup>12</sup> Naturally the action taken was reported immediately and in full by radio to the Area Commander.

On the same day, orders were received from Major Utley concerning the future movements of Linscott, Walker, Rose and myself. I was instructed to make delivery of the necessary copies of these orders to the officers concerned, who were then approaching the mines and who had no radios with them. In substance they provided that the total pack train in the area should be divided into approximately three equal groups; one to be retained by Captain Linscott, who was to prepare to advance to the west via Casa Vieja; one to be turned over to Captain Rose, who would garrison the mining area and push his patrols and an outpost along the Matagalpa trail at least as far as Cuvali; and the third group to be turned over to my patrol at Musawas by Captain

Walker, who would then proceed by boat to Waspuc and assume command of the Wanks (Coco) Sector. Because of his familiarity with the trail and the mines, Schoneberger was given the task of delivering these orders, and left for the Pis Pis at daybreak on the following morning.

The fifteenth was also a red-letter day in that I received my first drop of Quartermaster Funds and was enabled to pay my Indian boatmen the amount promised them when we left Waspuc; also that afternoon brought the first showers which heralded the beginning of the rainy season.

The boatmen were paid a straight daily wage of fifty cents each; eighty cents per day went to the boat captains. This was slightly below the prevailing wage scale on the river, but was a fair salary as ordinarily they would have received no pay for their idle time but only for those days on which they actually worked. Later on, this wage scale was doubled on the mistaken presumption that they should be paid a salary more nearly commensurate with the standard for similar labor existing at home and along the east coast of Nicaragua. At the time, I did not believe it good policy; nor do I now as I consider it in retrospect. There is no doubt that, according to our ideas, these men earned at least a dollar a day. The labor put out by them was tiring and back-breaking. But they were a simple people; their wants were few and were soon satisfied. So long as one had money enough to buy a few leaves of tobacco, a couple of pieces of cloth for his women and a little salt, there was no need to work because money in itself meant nothing to him. After working for fifteen days, Juan Indian had earned enough to meet his requirements for the next three months, so why should he continue to exert himself? By paying him more than anyone else had ever done, we, in effect, lost a certain amount of prestige; we were giving him something for nothing, a thing which he could not understand. Instead of solving the labor question by making boatmen more plentiful and more willing, this increase in wages had just the opposite effect. I firmly believe that whenever our forces are landed in such countries, one of the first things to be done is to learn the existing prices of local commodities and labor, and that during our entire occupation we should adhere strictly to them.

Captain Walker and his patrol, consisting of about forty men and a pack train of thirty-six mules, arrived at Musawas late in the afternoon of May twentieth. He brought with him a new weapon, some of which had been purchased a couple of years before for the use of Marines assigned to mail guard duty and which was then being strongly advocated as the ideal arm for bush-warfare—the Thompson Sub-machine Gun. This was turned over to me along with his entire pack train in exchange for my flotilla of boats and their Indian crews with which he started for Waspuc on the twenty-first. The remainder of the *Denver* Detachment who were fit for duty—fourteen of them—were already on their way to join me, bringing additional rations. My patrol was authorized to delay its departure, scheduled for the twenty-first, for Casa Vieja and Bocay pending their arrival.

In the meantime, the hundred twenty-five pound field desk containing the radio was converted into two chests by the simple expedient of sawing it in two, and the

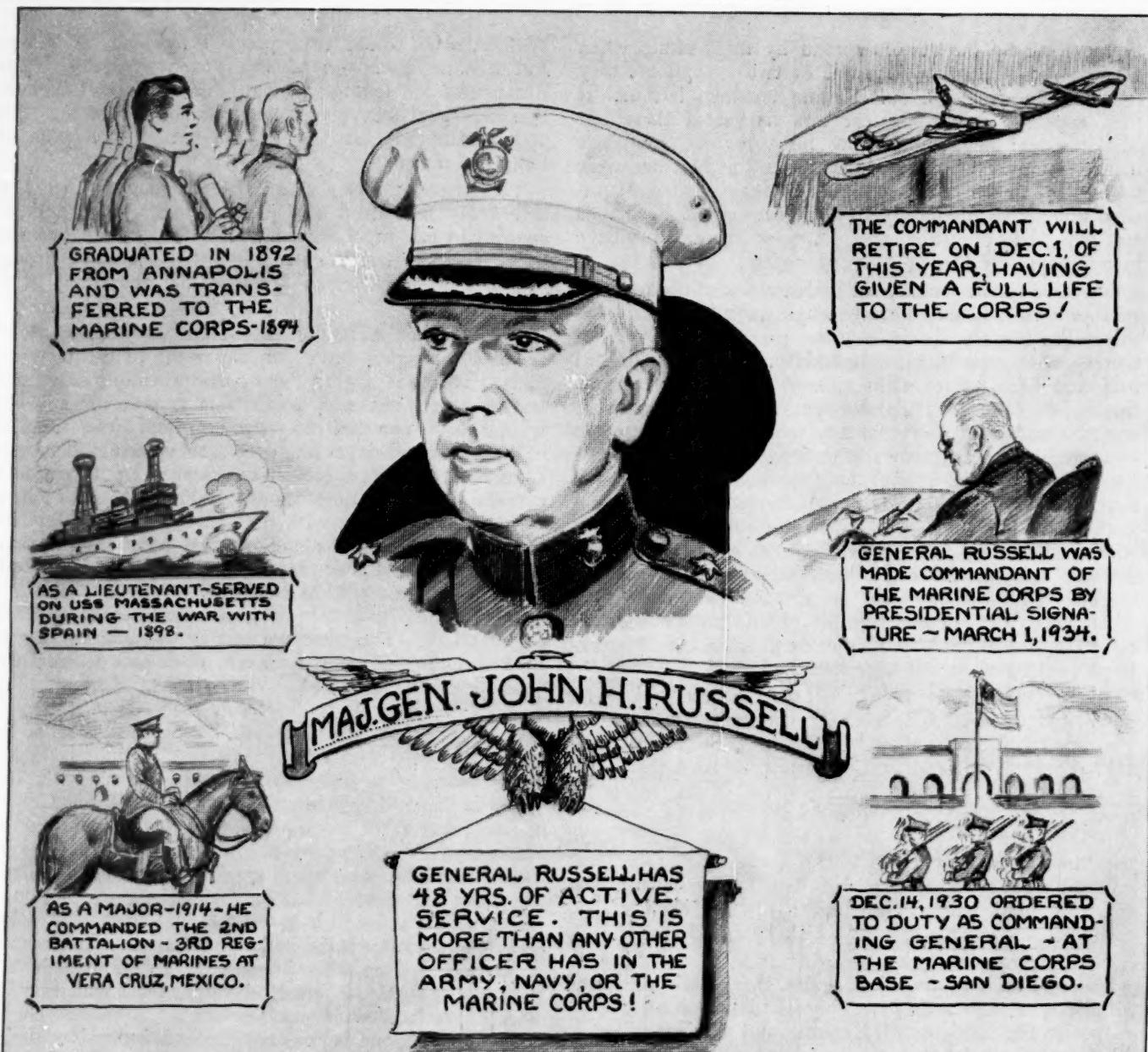
<sup>11</sup>FIELD MESSAGE No. 38. From MUSAWAS to COEA, dated 12 May 28. "Am sending herewith rough sketch showing trails this area as explained to or found by me. There are undoubtedly others not shown and with six good Indians preceding main body to cut trail, troops can move in any direction thru here."

<sup>12</sup>FIELD MESSAGE No. 39. From CO DENVER Detachment at Musawas to Sr. Fernando Nuterios, Pis Pis Mining District, Nic.

(Continued on page 60)

## MILESTONES

By Chapman



"A brief resume' of the General's Service in Haiti."

As Lt. Colonel & Colonel he commanded the 1st Provincial Brigade of Marines in HAITI - 1918. In 1919 he went back to the brigade and was appointed by the President - 1922 - as the American High Commissioner. His rank was that of Ambassador Extraordinary to represent the President. He rendered distinguished service in that capacity until November 12, 1930, when he was detached and returned to the States.

GENERAL RUSSELL WAS AWARDED THE HAITIAN MEDAILLE MILITAIRE, BY THE PRESIDENT OF HAITI FOR "INVALUABLE SERVICES TO THE REPUBLIC OF HAITI". THE NAVY CROSS WAS AWARDED TO HIM FOR DISTINGUISHED SERVICE, ADMINISTRATION, AND FOR WISDOM & TACT - THE DISTINGUISHED SERVICE MEDAL FOR "EXCEPTIONAL MERITORIOUS SERVICE. GENERAL RUSSELL RECEIVED LETTERS OF COMMENDATION FROM THE PRESIDENT AND SECRETARY OF STATE!"

## PUBLIC RELATIONS

BY WILLIAM A. MILLEN

■ The time-worn adage: "The Marines have landed and have the situation well in hand" has solid substance to it.

Periodically, as a newspaper man "covering" service activities—which has included eight continuous years at Marine Corps Headquarters and the Navy Department—I have heard on the outside of the supposed tremendous public contact organization maintained by the Men Who Are First To Fight.

To hear some people talk, one would envision great lines of mimeograph machines grinding out "copy," telling of the exploits of the Marines; battalions of writers, seated before nervously-clicking typewriters writing Page One stuff to further the prestige of the Corps and trained radio speakers and platform lecturers, getting in good voice to put over another chapter in the life of the Marine Corps. But this is NOT all—for—to make the picture complete, one must sense the platoons of motion picture and still photographers, "shooting" activities of the Corps from every conceivable angle, so that the Anchor and Globe may be properly set forth in the rotogravure sections of the Sunday prints and be thrown on the screens of a thousand and one theaters for the applauding multitudes.

Such is the picture in the mind of a large section of the public. And it is NOT confined to civilians, either. I had a good illustration of this some years ago, when on shipboard, ploughing down the Southern Atlantic seaboard. The topic under discussion was the exploit of Lieut. Comdr. Thomas G. W. Settle, U. S. Navy, and Major Chester L. Fordney of the Marine Corps Reserve, who is Commanding Officer of the Central Reserve Area in Chicago, Ill., and their stratosphere hop.

Major Fordney it was who went to get assistance, when the big bag came down in a New Jersey marsh.

"Just like a good Marine," said one of the crowd. "He went and telephoned a newspaper first, and then got some chow."

All Marines are star reporters, ready to "Tell the world" about the Corps and anxious to splash into printer's ink—to hear some of them tell it.

But to those who really know the scenes behind the scenes, there is NO giant press relations organization, ready at the drop of the proverbial hat to dash off column after column about the doings of the Corps. There are NO lurking photographers, with eagle-eyed cameras ready to record upon celluloid any type of Marine Corps activities to crash the picture pages or get public notice for the organization in the daily press. There are NO batteries of feature writers, itching to put the good old Marine Corps in the forefront and NO ready-at-hand radio speakers or lecturers.

What, then, must be the secret of this Marine Corps outfit and its ability to get public notice, when others take a rear rank?

In a single word, the answer is "Action."

Americans love action. And the history of the Marine Corps has been one action after another. Romance,

glamor, far-distant lands, fighting and winning on many hard-fought fields, bringing order out of chaos—these are the things of which Page One is made. And America in action is the Marine Corps.

How editors love the stories about the grim, gray transports, laden deep with Marines, sailing out for Unknown Adventure. How they enjoy a well-told tale of a good scrap in the jungle country, where even a geographer gets his compass points mixed. But the Marines know, for they have been there—and are first-hand geographers, par excellence.

The very color of the Marines' uniforms spells attraction. Blues and red; whites; khaki; forest green—each is bound up in the minds of Americans with a definite epoch of the history of the Marine Corps. With one, the parade ground looms up, with trim, martial men, stepping snappily along, to the music of an enviable band. With another, it is duty in the tropics. With another, the fretful days of the World War crop up. With yet another, the fighting of the Marines with bandits in the jungle country springs to mind.

And there is one public relations asset the Corps possesses that the others do NOT. It is the Marine Band—for that is the President's Own. Society editors galore—and the elite—are brought into first-hand contact with the Marine Band, as it plays at White House functions. At many affairs of note in the Nation's Capital—and elsewhere—the Marine Band is the embodiment of the Corps. At the annual Congress of the Daughters of the American Revolution, the Marine Band is a fixture on the program. Out-of-town communities clamor to Congress to have the Marine Band sent to their cities—for some gala convention. And Congress, by special legislation, authorizes the Band to go.

But, after all, the Marine Band is but a part of the great organization that is the Marine Corps. The aviators of the Corps, executing the death-defying maneuvers in the welkin, bring thrills to the crowds that haunt the Washington Navy Yard on Navy Day. These flyers from Quantico put on a show that has more excitement per square inch than almost anything else conceivable, tending to high blood pressure.

The Marines always get a cheer when they march along in some parade. For while the old Devil Dogs have the very devil drilled out of them, it shows up in their marching—precision to the nth degree.

Public attention for long years has been focused upon the Marine Corps for its shooting prowess. Whether it be the Legation Guard at Peiping or regional or shooting matches at home, the Marines have consistently run away with the blue-ribbons. In the national matches, the Marines figuratively—and actually—mow down all the opposition records. I remember once a Marine Corps general told me that when the dead Germans after Chateau Thierry and Belleau Wood were examined, most of them were found shot through the heart, so excellent in the heat of battle was the marksmanship of the Marines.

But the valor of the Marines is NOT confined to small arms and rifles. They have made the big guns of the "battle wagons" roar, too, with deadly precision. The U. S. Marine detachment of the USS *Nevada* made an all-time Navy record for battleships' broadside divisions, when it manned half a dozen five-inch guns, during short range battle practice. This was off Guantanamo Bay, Cuba, on October 2, 1934. The Marines made 47 hits out of 48 shots in jig time. For this feat, each Marine won an "E"—for excellence in gunnery—for each

gun and prize money for each man, as well as the privilege of wearing an "E" on the sleeve. Major Bert A. Bone, then a captain, commanded that outfit.

When bandits got so bold that Uncle Sam had to summon the Marines to guard his mail trains, the bad men laid off, for they, too, had gotten the word that the Marines are some marksmen. After the Marines took charge, robbing of the mail cars dropped to a minus zero mark—and it was NOT long before the railroad cars went back to normalcy and the Marines went back to their barracks to await the next call of the Nation.

The American people as a whole will never know the tremendous good the Marines accomplished in the Latin-American countries—and elsewhere—where they took up supervision of civilian pursuits, at the direction of their Government. But one who has been in such countries as Haiti and Santo Domingo and witnessed the road-building, sanitation and other activities of the Corps to up-build those nations can fully appreciate the lasting memorials the Devil Dogs left after them. Even to this day in Santo Domingo one can hear the American baseball terms used by the younger folk—taught them by the Marines, during the days of the occupation.

The improvements accomplished by the Marine Corps in far-distant lands will be seen, from time to time, by American travelers in those nations and by the mere rule of contrast they will realize more fully than ever the fact that the Marines work NOT alone with cannon and pistol, but with the raw forces of nature, carving out of a wilderness a new civilization, such as pioneers never did. For the Marines are NOT alone fighting men—they are builders, administrators, pacifiers.

And so it is that these varied activities of the versatile Marine Corps lend themselves to spot news stories, to feature writing, to picturization. They have a glamor about them, a public appeal, a thirst for more knowledge that the prosaic work-a-day things beyond the next hill-side do NOT possess.

This, then, is the real secret why the Marine Corps is so well known to the American public. This is why, when the plan was broached to abolish the Marine Corps—and possibly merge it with the Army—the American

people got up on its hind legs and vigorously said: "NO." And the plan was dropped. And the sponsors of that plan are "At Ease" and the Marine Corps is still "Carrying on."

The marvelous esprit de corps of the famous fighting organization is yet another magnet the American people admire. Down from Colonial days, there has existed this fine driving force that has impelled men of the Anchor and Globe to march forth upon the highways of the world and shed further glory upon the Stars and Stripes. Each of these separate stories in its day was a news story of vital import, for Uncle Sam does NOT lightly dispatch his Soldiers of the Sea on far-away missions. And even now, in their reading in the history books, these tales of the Marines can still stir the blood, can still bring a thrill to the hearts of true Americans.

Latterly, the Marine Corps has been quiescent. There has been little of the spectacular to put it on the front pages. But there will be the Tripolitan shores of tomorrow, the halls of Montezuma, the Relief of Peking, the St. Mihiel, the Chateau Thierry, the Belleau Wood and the Forest of the Argonne. For the Marine Corps has many a good stiff fight ahead of it yet and there will be many a landing party to be sent against a hostile shore. For such is the lesson of history.

Availability is the watchword of the Marines and when Washington calls, the Marines are there to answer "Ready, Sir." And you can paste it in your hat that when the Marines do move, it will NOT only be done right, but the principal newspapers of the nation will carry Page One stories about it—and this without the aid of press agent, subsidized camera man, radio propagandist or ballyhoo artist.

And, while we are on the subject of the Marine Corps and its relationship to the public, let me warn you that the high-ranking officers—particularly Major General Commandant John H. Russell—strenuously object to the use of the word "publicity."

The blunt, bald truth of the whole matter is that the Marine Corps, because of its very nature, makes its own public contacts. The Marine Corps and its activities are themselves news.

## THE MARINE CORPS LEAGUE

BY MAURICE A. ILLCH

*National Commandant, Marine Corps League*

■ Back in 1922 Major General John A. Lejeune, U. S. M. C., Retd., was instrumental in organizing the Marine Corps League. His object in doing this was primarily for the purpose of binding honorably discharged Marines everywhere in the bonds of comradeship and friendship so that they could carry on as a united organization to exemplify our motto, "Semper Fidelis," to the beloved Corps of which all were once a part.

Other worthy objectives proposed and put into effect when the League was founded in New York City on the 147th birthday of the United States Marine Corps are as follows:

TO aid and work for all disabled Marines and assist in securing employment for those in need.

- TO practice charity without the blare of trumpets or publicity.
- TO perpetuate and honor the memories of those who died while serving under the Marine Corps' colors.
- TO cause the graves of all Marines, when possible, to be decorated with an official League grave marker.
- TO support all favorable veterans' and active service legislation and fight for the defeat of such legislation that is unfavorable.
- TO provide the only exclusively all-Marine organization of National scope in which *active service* and *honorable discharged Marines* (regardless of when or where they served) are eligible for membership.

General Lejeune was elected the first National Commandant of the League and from that time on, it has gone forward in true Marine fashion. At this writing, there are detachments in practically every state of the Union. However, our membership is now, and has always been, extremely small in comparison to the thou-

sands who are eligible to join the League, but have not done so. It is to YOU that this message is addressed.

#### OFFICERS AND ENLISTED MEN OF THE ACTIVE SERVICE

How many of you remember the dark days of four or five years ago when the very existence of the Marine Corps was threatened? The members of the Marine Corps League do. Records show that through their efforts public sentiment was aroused to such a degree that the proposed drastic reduction in the personnel of the Corps, as advocated by Congress at that time, was finally abandoned. Had this reduction become effective, the Marine Corps and all its traditions would have practically been relegated to the scrap heap.

With the above in mind, and the fact that at some future date, such action or others similar may become the "Order of the Day," we ask you men who now are serving in the Marine Corps for your moral and financial support by joining the League as members-at-large. The cost of such membership is seventy-five cents (75c) which amount will pay your national dues until September 30, 1937.

All members-at-large are accorded the same privileges and voting power in the League's affairs as those members belonging to the several detachments.

#### OFFICERS AND ENLISTED MEN OF THE RESERVES

It is generally known among the members of the League that a great many of you men now serving in the Reserves as officers and non-coms have previously served honorably in the active service of the Marine Corps. With this in mind it is very apparent to all that your love for the Corps and the service for which it stands is beyond contradiction. Not only this but you also stand out as the very essence of our slogan "Once a Marine Always a Marine."

Having the above pictures before us it is difficult to visualize why so many of you are non-members of the League. Regardless of the fact that you are in the Reserves, most of your time is occupied in the daily pursuits of the civilian. Therefore, by joining the League you have the opportunity to associate with men who speak your language. This is not all, for by such association you can assist in promoting the League's splendid ideals as outlined previously in this article. Besides, the Marine Corps, through the League, needs your support as a civil-

ian in much the same manner as the Navy receives support through its agency the "Navy League." United we stand, whereas divided, we might fail if a call for assistance should come.

Members of the Reserve can join the League by applying to anyone of the numerous detachments therein, or you can organize detachments of your own. Information for organizing detachments will be gladly furnished by the writer whose address is, 119 State Street, Albany, New York. You can also join as a member-at-large, as outlined above under caption "Officers and Enlisted Men of the Active Service" by communication with the National Commandant at the address given above.

#### HONORABLY DISCHARGED MARINES

Practically everything that has been said under the caption "Officers and Enlisted Men of the Reserves" applies to you. Therefore, we can only elaborate on these facts as per the following.

The writer has been a member of the League going on eleven years, and while a member of various other fraternal and sundry organizations, has derived more real pleasure and made more sincere friends during his connection with the Marine Corps League than in all of the others put together. In making this statement, I sincerely believe I am voicing the sentiment of every one of the members of the League, that they too have profited likewise.

**IN CONCLUSION**—With all of the above before you, and realizing, as you should, that any outfit organized and fostered by such a lovable and capable man as General Lejeune, must be one worthy of your consideration and support, it is earnestly hoped that as an Active Service, Reserve, or Honorably Discharged Marine whose association and cooperation we of the League desire, you will join with us.

Applications may be sent to "The Leatherneck," Washington, D. C., or to Maurice A. Illch, 119 State Street, Albany, New York.

**NOTE:** A proposal to change the name of the League to something similar to "U. S. Marine Corps Veterans" (it is possible that this is the name that might be adopted) is now before the various detachments throughout the League for their consideration. At the present writing favorable action on this proposal seems assured.

## SEAPOWER—WHAT IS IT?

## NAVY, MERCHANT MARINE, BASES

CAPTAIN DUDLEY W. KNOX, U. S. Navy

■ We commonly regard our country as being composed exclusively of an aggregation of elements on land—economic, social, political, cultural, military, etc. Yet thousands of years of human experience has proven that seapower is a main component of national greatness: that it is in truth such an important handmaiden to land power as actually to constitute an indispensable part of the nation itself. This national character of seapower considered as a whole is well worth stressing.

In a true sense seapower is not limited to naval

strength by any means, but also includes merchant marine, waterborne commerce and the shore harbor facilities, or bases, which serve them. Shipping and foreign commerce are titanic producers of wealth, more especially when linked to home industry. They need the security afforded by naval protection to reach a mature and stable development. They need base facilities at home and they are also vastly aided by similarly equipped places overseas for the use of merchants and shipping as well as Navy. All of these together are the wealth-producing machinery which normally gears in with shore business at home to produce national greatness.

Foreign commerce has played a major role in the development of civilization, wealth and culture for every great nation of which we have historical record. It was also the main element in the early economic life of the United States and temporarily waned in relative importance only during the pioneer growth of the interior of the country. Now that that process approaches maturity we turn more and more towards overseas markets and general interests abroad as a natural and normal complement to domestic business. Our productive capacity far exceeds that of any other nation, not only from natural resources but also through the manufacturing and distribution genius of our people. Our surplus seeks foreign markets as water does a level.

The United States is so situated geographically that, with the comparatively minor exceptions of Canada and Mexico all of our trade contacts with the outside world—east, south and west—must necessarily be by sea. Our interests on and across the wide oceans are thus among the most vital of those components which go to make up the national life. Ocean transport and overseas markets are as indispensable to the national economics as many of the primary agencies of business at home which we commonly appraise with better understanding.

America's system of ocean transport was at once her pride and great source of wealth from colonial days until the tragic Civil War. Then the unduly exaggerated fears of Confederate raiders drove the flower of the country's merchant marine to transfer to foreign registry. Unwise laws prevented the return of these vessels to the American flag after the coming of peace. Their normal replacement by new construction was severely retarded by a variety of causes. The era of transition from wood to steel and from sail to steam found foreign shipyards better equipped because of our handicap of war. The development of the Great West offered better yields than shipping to American investors and our Congress would not follow foreign practice in the matter of subsidies and other aids to shipping. We subsidized and aided railroads instead.

Such influences in time reduced America's merchant marine to a low ebb and consequently her naval defenses and national economics to a precarious state. For the comparatively minor operations of the Spanish War naval needs of supply could be met only by the purchase of foreign merchant ships through benevolent neutrality. In 1900 and again in 1915 the withdrawal of foreign merchant ships from the American trade, owing to belligerent needs abroad while we were neutral, brought great distress to our internal business. We were then helpless to market our surplus products overseas. The prices of everything dropped, factories and mines shut down and business depression was upon us. The inherent dependence of American prosperity upon American shipping thus became painfully apparent.

A merchant marine capable of carrying a large proportion of our commerce is also a necessity if we are to escape from harmful trade discriminations. When our commercial competitors carry our goods we must expect to suffer handicaps in freight rates, trade routes, insurance, good service and a variety of other ways. That is the reason why so many other countries aid and foster their own shipping by subsidies and other governmental devices. Merchant ships are a cardinal factor in the seapower which every great nation needs for its economic as well as military security.

Seaborne trade and the national prosperity which it serves so well are both dependent to a great degree upon

naval protection. The ocean is a "no man's land" and many valuable foreign markets are in regions of habitual political unrest. The basic function of navies is to shield and promote commerce, and this applies in peace as well as war. Piracy and disorder are still prevalent in some quarters and the mere presence of a man-of-war is often of sufficient influence to prevent interference with trade. When war exists between two foreign states invariably each one is greatly tempted to interfere with neutral goods reaching his opponent. Only the commerce of neutral countries possessing strong navies then has any reasonable security against unwarranted interference and probable ruin. History has proved many times over the great economic value of a strong navy to a neutral nation, remaining at peace. Usually it can maintain its rights and keep out of the war only through the influence of its strong navy.

The advent of war brings to every country the danger of having its merchant marine swept from the sea and its prosperity correspondingly ruined. Only an adequate navy can prevent this and the more serious calamity of a blockade, when even foreign shipping is denied access to its ports. The United States during the Revolution and the War of 1812, the South during the Civil War and Germany during the World War are striking examples of the devastating effects upon natural economics of a tight blockade. The essential element of seapower represented by the merchant marine obviously requires the component of seapower represented by the Navy if the national economics and other general interests are to be reasonably well balanced and secure during war and peace.

A third major component of seapower—just as essential a link in the maritime chain as merchant marine and navy—is shore bases. The most important of all bases are those at home. Without them ships of any class can neither be built nor operated. From early colonial times American shipyards and artisans, with the advantage of the splendid materials in our magnificent forests, turned out ships of such superior quality as to be in demand the world over. Nowadays our vast underground resources in fuels and metals have supplanted forests for shipbuilding materials. Titanic steel and other mills refine the raw products while a great variety of factories supplement shipyards in fabricating metals into huge hulls served by intricate machinery. The vast industrialism within the United States, including the munition plants which create the Navy's fighting weapons constitute the primary bases of the country's seapower and therefore are national assets of cardinal importance.

Of scarcely less importance are the manifold port facilities of great magnitude which are indispensable to the operations of ships, once they have been built. Fuelling stations, navy yards and private repair plants, dry-docks, piers and warehouses, lighthouse and buoy systems besides a variety of other adjuncts must be provided in order that ships may perform their invaluable functions. And such auxiliaries thus become an essential part of the nation's seapower.

It is not enough however, to have adequate base facilities at home. They are necessary in distant regions overseas in order that the merchant marine may have points of refuge and supply in time of war, and its naval protection may be sufficient. Bases along the trade route are as essential to ships as service stations are to automobiles. Without fuel and repairs neither ships nor automobiles can continue to operate. If our normal

(Continued on page 59)

## AN INTRODUCTION TO THE STUDY OF AMPHIBIOUS WARFARE\*

LIEUTENANT COLONEL LOUIS W. WHALEY, U.S.M.C.

■ For the purpose of this discussion amphibious operations are defined as any phase of warfare during which either one of the belligerents uses naval forces to gain or to assist in gaining objectives on the land. This is a broad subject and embraces any activity of military or naval forces wherein a knowledge of the tactical, technical, or logistical principles or technique applicable to amphibious warfare might be contributory factors to success.

Here is an almost inexhaustible field for research experiment and development. It is advisable that the prospective student envisage the entire panorama of sea-land, lake-land, and river activities from the military-naval viewpoint, both offensive and defensive, prior to attempting to assimilate the numerous technical and logistical details characteristic of warfare of this nature.

Any tendency to regard overseas expeditions, landing operations and the like as remote contingencies, relegates preparedness along these lines to a position that is not in conformity with the importance of the subject. A well rounded national defense is secured as the result of assigning priorities to those phases of military and naval endeavor best calculated to meet national needs in the event of war. Complete preparedness for any eventuality is manifestly impossible. If this is true it is evident that great care should be exercised in the allocation of time and means to the various types of training and material designed to meet national needs. It follows that the probabilities of engaging in any particular type of campaign in the event of war must be gauged in order to visualize the relative importance of the requirements therefor.

The probability of incidence and the magnitude of amphibious operations to be expected in the event of a major conflict may be estimated from the study of military geography and modern military-naval history.

Military geography is defined here as geography in all of its aspects, physical, commercial, political, and human, as it affects any actual or hypothetical military situation. For example, when water expanses lie athwart the practicable approaches to an objective, amphibious operations will be required for its capture; furthermore the resources, the form of government, as well as the psychology of a people bear directly on their potentialities for undertaking such operations and, conversely, on their ability to take adequate defensive measures when such movements are directed against them. The reader's familiarity with world geography will permit a ready grasp of the general situation from this viewpoint. As no specific situation is under discussion there will be no further elaboration of this subject here.

The second basis for an estimation mentioned, modern history, in addition to indicating the frequency with which amphibious operations might be expected, leads to conclusions as to the general characteristics of this type of warfare. For the sake of brevity the historical discussion submitted will be confined to the period commencing with the war between the United States and Mexico. This starting point is selected because at that time steam propulsion for vessels was past the experimental stage, and the era of the armored warship was approaching.

Joint operations as summarized below took place dur-

ing this period. Important actions of naval vessels against land objectives are also listed. No attempt has been made to include the numerous minor incidents involving amphibious activities by military or naval forces since 1845. For instance, the United States Marine Corps in conjunction with United States Naval forces has participated in well over fifty landings since that date, all involving an actual use of force or show of force.

The data submitted below should be read with the following pertinent facts in mind:

- (1) The terms "considerable," "successful," "unsuccessful," etc., are descriptive only. For example, an attack that gained a foothold but not its objective is herein described as a partial success.
- (2) The factors present at all landings were:
  - (a) Virtual control of the sea and air.
  - (b) An almost overwhelming superiority of force at each point of landing.

### LANDING (joint) OPERATIONS

| <i>Place</i>                    | <i>Date</i> | <i>Enemy</i> | <i>Resistance</i>  | <i>Result</i>             |
|---------------------------------|-------------|--------------|--|---------------------------|
| Vera Cruz                       | 1847        | None         |  | Successful                |
| Alma, Crimea                    | 1854        | None         |  | Successful                |
| Roanoke Island, N. C.           | 1862        | None         |  | Successful                |
| Newbern, N. C.                  | 1862        | None         |  | Successful                |
| Fort Fischer, N. C.             | 1864        |              | Abandoned because Forts were not considered sufficiently reduced by Naval Gunfire. |                           |
| Fort Fischer, N. C.             | 1865        | None         |  | Successful                |
| Lissa, Jugo-Slavia              | 1866        |              | No landing effected as Italians were attacked in force by the Austrian Fleet.      |                           |
| Sfax, Tunis                     | 1881        | Light        |  | Successful                |
| Quintero Bay, Chili             | 1891        | None         |  | Successful                |
| Liao Tung Peninsula, Manchuokuo | 1894        | None         |  | Successful                |
| Yung-Chen Bay, China            | 1895        | Small Force  |  | Successful                |
| Daiquiri, Cuba                  | 1898        | None         |  | Successful                |
| Yen Tai Bay, Manchuria          | 1905        | Slight       |  | Successful                |
| Tsingtau, China                 | 1914        | None         |  | Successful                |
| Tanga, East Africa              | 1914        | None         |  | Unsucc'sful<br>(See Text) |
| Kum Kale* (1st Landing)         | 1915        |              |  | Considerable Unsucc'sful  |
| Morto Bay* (1st Landing)        | 1915        |              |  | Considerable Unsucc'sful  |
| S Beach* **                     | 1915        | Light        |  | Part. Suc.                |
| V Beach* **                     | 1915        | Very Strong  |  | Unsucc'sful               |
| W Beach* **                     | 1915        | Strong       |  | Part. Suc.                |
| X Beach* **                     | 1915        | Medium       |  | Part. Suc.                |
| Y Beach* **                     | 1915        | Considerable |  | Part. Suc.                |
| Anzac* **                       | 1915        | Light        |  | Part. Suc.                |
| Kum Kale* ** (2nd Landing)      | 1915        | Medium       |  | Successful                |
| Suvla Bay*                      | 1915        | Light        |  | Part. Suc.                |
| Tagga Bay, Baltic Islands       | 1917        | None         |  | Successful                |
| Archangel, Russia               | 1918        | None         |  | Successful                |
| Alhucemus Bay, Morocco          | 1925        | Slight       |  | Successful                |

NOTE: \*Gallipoli Campaign; \*\*Landings, 25 April, 1915.

\*Second Prize Essay.

All landings were made at daybreak or during daylight hours except Liao Tung Peninsula, Anzac, and Suvla Bay.

#### OPERATIONS OF SHIPS

##### (In support of troops or against Land Fortifications)

|                        |         |                                       |
|------------------------|---------|---------------------------------------|
| Mississippi River Area | 1861-65 | In sup't of Fed. forces.              |
| Valparaiso, Chili      | 1866    | Spanish bombard forts unsuccessfully. |
| Brazil'n-Paragua'n War | 1870    | Support of troops.                    |
| Alexandria, Egypt      | 1882    | British bombardment of forts.         |
| Taku Forts, China      | 1900    | Allied bombardments.                  |
| Sea of Marmora         | 1912    | Support of troops.                    |
| Mesopotamia            | 1914-17 | Support of troops.                    |
| Belgian Coast          | 1914    | Bombardment.                          |
| Hartlepool, England    | 1914    | Bombardment by Germans.               |
| Mt. Lovcen, Montenegro | 1918    | Support of troops.                    |
| Shanghai, China        | 1932    | Support of troops.                    |

In summarizing the historical events just presented, it is contended that the reason for each joint operation is to be found in the fact that an easier approach to the objective by water was available in each instance. It is evident that in some cases the only approach to an objective will be by water or by air. It is believed that the facts submitted justify a conclusion that amphibious operations are almost certain to occur in the event of a major conflict.

The frequent resort to amphibious operations in minor wars and acts short of war are of such common knowledge that it is unnecessary to substantiate the fact by the introduction of historical examples. However, attention is invited to the fact that, although they may not be of world import, these actions are often vital to the actual participants.

Such incidents as described in the preceding paragraph are of peculiar interest to the naval service because these emergencies often break with little or no warning. There is no time to train for the particular situation although it might develop all of the difficulties inherent to landing on a defended shore. It is apparent that components of the Navy should be thoroughly prepared for amphibious operations at all times.

So far an endeavor has been made to convey an appreciation of the scope of amphibious warfare as well as a conception of its relative importance. An attempt will now be made to outline its nature in order to gain an idea of the proper channels along which the study of this subject should be directed as well as a conception of its general principles.

To this end the joint operations previously listed will be analyzed as a group. This will be supplemented by a brief review of several historical examples of amphibious operations.

An examination of the data relative to the landing operations for the period under discussion discloses four similarities:

- (1) The attackers had virtual control of the sea.
- (2) The attackers had an overwhelming superiority of force at the beaches.
- (3) Nearly all landings were made on undefended or weakly defended shores.
- (4) The beach was reached at daybreak or during daylight.

With reference to control of the sea (and air), it is a well recognized fact that overseas expeditions involving

large bodies of troops are not practicable if the defender is capable of seriously disputing the sea passage. The attack on transports by armored vessels or the continued severance of lines of communications are ways of action that the attacker cannot afford to leave open to the enemy.

The vital question as to superiority is how much the attackers must have to make success reasonably certain. A careful estimate prepared by an exceptionally well trained and able staff is probably the best answer obtainable in any given situation.

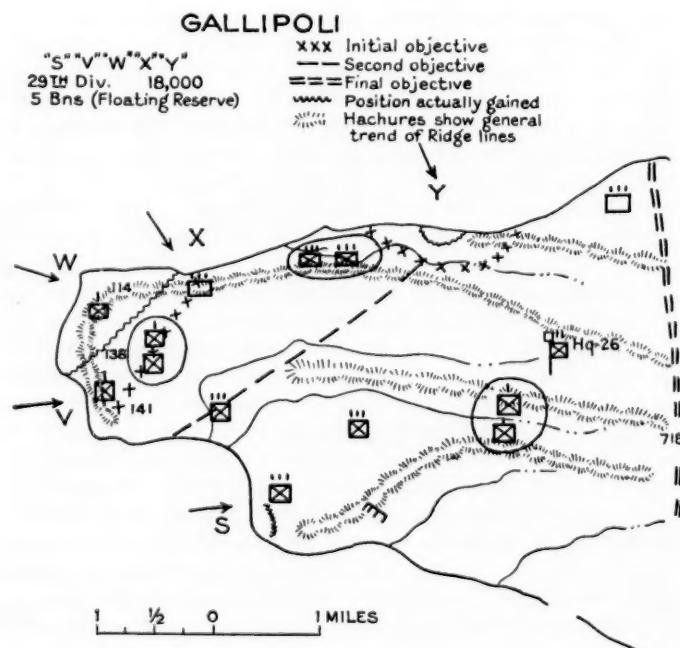
It is apparent that on the whole commanders have sought the undefended shore. It is well known that in certain situations, as in the case of restricted shore lines or islands, this alternative may not be open to the commander.

Night operations on shore have been notoriously ineffective. Surprise, preparation in every minute detail, single extremely limited objective, and the employment of a small force are essential elements to success on land. When this is transplanted to an operation that has many added difficulties and complications the reasons why so many landings have been at daybreak or during daylight hours can be understood.

In order to depict more fully the varied nature of amphibious warfare and of the problems that confront those engaged therein, it will be necessary to review hastily several historical examples. Those selected are of comparatively recent date because modern weapons except tanks, gases, and smoke screens, were in use if not actually available to the force concerned. The examples will be discussed in chronological order.

#### TANGA, EAST AFRICA

The Indo-British landing at Tanga a few months after the outbreak of the World War consisted of an unopposed landing followed by a futile attempt to capture the town. The town itself was two miles inland. Thick vegetation made communication difficult. No artillery was landed and the expedient of supporting fire from artillery on the decks of transports proved unsatisfactory on account of poor observation and poor communications.



## THE MESOPOTAMIA CAMPAIGN

This campaign opened on 6 November, 1914, and culminated in the capture of Baghdad in March, 1917. Failure to foresee the magnitude of the undertaking and accordingly to provide adequate means resulted in many setbacks.

The advance of the Indo-British forces was largely confined to the banks of the Tigris and Euphrates Rivers. This area is almost an unbroken plain.

The land forces were supported by gunboats and an assortment of armed launches and river steamers. Some of the river steamers carried 18-pounder field guns mounted on their bows. At times artillery was temporarily mounted in horseboats. Initially methods of fire control, direction, and communications were of a makeshift character.

All of the gunboats' armament had been primarily designed for sea fighting. Measures were taken to obtain dial sights, clinometers, and telephone wire.

There was no regular gunnery officer appointed for the flotilla and all officers made a study of practical gunnery under service conditions.

To quote Admiral Nunn:

"By constant practice we had become much more familiar with the methods of indirect firing, our efficiency having been greatly advanced by the energy and perseverance of both officers and men."

Major General Sir Charles V. F. Townshend in command of combat forces on the river from April, 1915, until April, 1916, writes an interesting account of river warfare in his book, "My Campaign in Mesopotamia," from which pertinent extracts are herewith quoted:

"The operation orders and supplementary instructions were far more lengthy than I could have wished, but I found it impossible to make them shorter owing to the amphibious nature of my force. I found it desirable to issue these orders a good twenty-four hours in advance of the operation so as to enable the commanding officers of land and sea units to thoroughly grasp them and to talk them over among themselves." Referring to the early action of the Mesopotamia Expeditionary Force, he says:

"The lack of any sort of landing material, such as steam launches, tugs, flat-bottomed boats, barges, collapsible boats, etc., which nowadays can be carried to any extent on ships, and permit a force to land at any selected point in one trip of the boats between transports and shore, rendered the disembarkation of Barrett's force a most difficult, tedious, and dangerous operation. Several men were drowned in the process, and the gun ammunition was so short that, I was told, artillery could hardly be used in action. Happily for the force, the landing was unopposed."

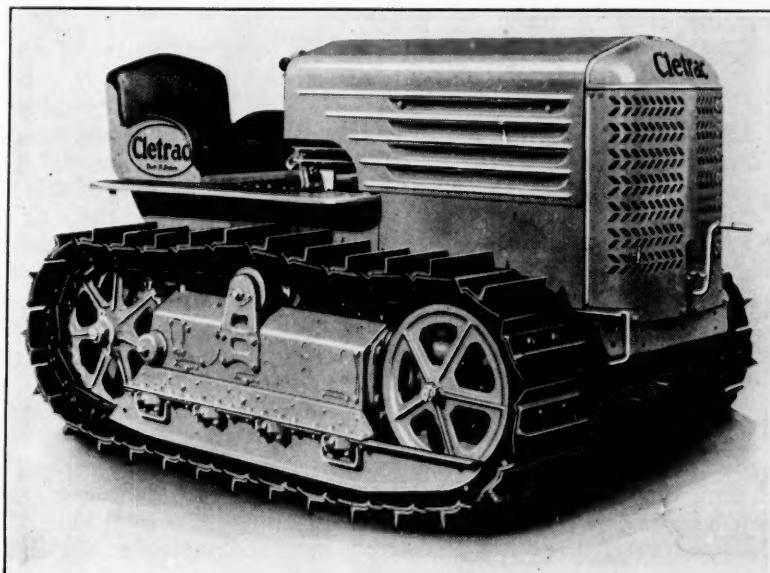
Alternate floods and low water, rigor of climate, difficulty of supply and lack of means characterize this campaign.

There is a wealth of material available for the perusal of those who would become familiar with the obstacles to be overcome, the expedients used, and results obtained from close cooperation between the services in this, the most typical example of river warfare.

## THE DARDANELLES

The landings in this campaign are the outstanding historical examples of forcing a landing against well organ-

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ized resistance. They have been the subject of voluminous writings by participants, historians, and military commentators.

In spite of the fact that the history of England is replete with overseas expeditions; that this subject was frequently discussed at the British Staff College and that a plan for the capture of the Dardanelles had been the subject of a special study as early as 1906, it must be admitted that there were numerous and serious shortcomings in staff and command, cooperation between the services, and technique evidenced at the very outset.

Adverse criticism of the decisions, actions, or orders of the various leaders is not uncommon when viewing this, or in fact any engagement, in retrospect, but there is certainly no reason to believe that the Expeditionary Force, by and large, was not as capable as a commander could expect to find. In this connection it is interesting to note the background and composition of the elements of the force.

The 29th Division (main effort troops of the landing forces) was made up of regular battalions that were serving abroad at the outbreak of the war plus the 5th Royal Scots, a territorial battalion. It is true that many trained officers and noncommissioned officers of the Expeditionary Force had been transferred for duty with territorials or newly organized units.

The Royal Naval Division composed of naval personnel not needed in the fleet had no artillery or divisional troops and were neither well equipped nor trained for land fighting.

The Anzac Corps was well officered. There were some deficiencies in discipline but these troops had been especially trained for landing during their stay in Egypt.

The French furnished a colonial division, two-thirds Senegals and the remainder French.

Finally some estimate of the quality and valor of these troops and the later increments may be gained from a comparison of total casualties, bearing in mind that while fighting an enemy not as well trained, the advantages of the terrain were preponderantly in favor of the Turks throughout the campaign:

Allies (killed, missing and wounded) 147,000

Turks (killed, missing, and wounded) 218,000

With this picture of the British Expeditionary Force in mind, some details of the attack on Gallipoli will be summarized. Frequent resort is had to quotations from authoritative sources, in the interest of clarity and brevity.

Referring to this campaign General Aspinall-Oglander in "Military Operations Gallipoli" (Official British History), says:

"An army had been embarked upon a great amphibious campaign without preparation or plan . . . All alike were unready for action until they could be landed in a friendly port, resorted and reembarked."

It was when the actual landings were made that the inherent difficulties of the operation became manifest. Casualties were heavy on the beaches that had been prepared for defense. Communications broke down or were inadequate. Plane observation was inadequate. The artillery was slow in getting ashore. Naval gun fire support was not effective at night.

The accompanying sketch shows the immediate Turkish dispositions on the morning of 25 April when the 29th Division, making the main effort of the Expeditionary Force, landed on the toe of the Peninsula. Notes and comments on the Dardanelles Campaign by A. Kearsey, D.S.O., O.B.E., late Lieutenant Colonel, General Staff, is quoted herewith as to these landings.

"The landing at 'S' Beach (Morte Bay) was very well carried out and had useful results. Although touch was not obtained with the troops attempting to land at 'V' Beach, yet the right flank of the main operation was protected, and Turkish reinforcements were prevented from coming down to Sedd-el-Bahr where the landing at 'V' Beach had been unsuccessful. Throughout this landing naval co-operation was most effective.

"The 2nd Bn. the South Wales Borderers (less one company) and a detachment of the 2nd London Field Company, R. E., landed at Eski Hissarlik. The sea approach was difficult, the beach was narrow and had been entrenched by the Turkish company in the vicinity. The troops were embarked in four trawlers, each towing six cutters.

"The position was stormed and captured by 0830 hours. This isolated position was held for two days, when it was occupied by the French troops.

"15. 'V' Beach.—The attempt to land the 2,100 men in the collier *River Clyde* at this beach proved to be a costly experiment. The exit doors of this ship became a defile at close range to the enemy. It would in all probability have been more advisable to have tried this experiment under cover of darkness. The Turks held their fire until the *River Clyde* was beached at close range. The troops were shot down as they left the ship. Few men survived and crossed the beach to shelter in dead ground. The remainder of the troops for 'V' Beach were diverted to 'W' Beach, and efforts to clear the *River Clyde* were suspended until dusk.

"16. 'W' Beach.—This beach was most favourable for defence and therefore it was not advisable to use it for a landing in broad daylight.

"The success of the troops landing on the rocks at Cape Tekke shows the advantage of getting ashore at unlikely and unattractive landing places. \* \* \* \* \*

"17. 'X' Beach.—The successful landing at this beach was largely due to the close support of the naval guns and to the enemy being unprepared for a landing at this beach and to their siting of the trenches on the edge of the cliff. H. M. S. *Implacable* reached a position 450 yards from the beach and maintained intensive fire on the Turkish line of trenches. \* \* \* \* \*

"18. 'Y' Beach.—Although a landing at this beach appeared relatively uninviting owing to the steepness and height of the cliffs, yet actually it was easily accomplished. A larger force might have been successfully landed at this beach, as the Turks evidently considered that the difficulty of the country precluded a landing in force. Re-embarkation was successfully carried out under cover of the ships' guns. \* \* \* \* \*

The same author makes the following comment on the Anzac Landing (Secondary Attack):

"19. The A. and N. Z. Corps Landing.—This landing took place under cover of darkness. The tugs missed the intended landing-place by a mile. This was due to the strong current running at the time. This turned out to be fortunate at first, as, although the cliffs were steep in the area in which the covering force landed, yet there were only a few Turks in the trenches on the beach and on the side of the cliffs. \* \* \* \* \*

The opinions of authorities diverge in many particulars as to the reasons for ultimate failure. B. H. Liddell Hart in his "History of the World War" sums it up as follows:

"No heed was given to the wider aspects of the plan

—its immediate and potential needs in men, guns, ammunition, and supplies. In consequence the expedition was to live from hand to mouth, nourishment being always too small and too late, yet in sum far exceeding what would have originally sufficed for success."

Lieutenant Colonel Kearsey makes the following interesting comments and also points out some of the lessons to be learned:

"43. MAIN CAUSES OF FAILURE.—(a) Naval attacks precluded the possibility of surprise and gave the enemy warning of our intended attack.

(b) Delay in concentration of military forces for land attack due to:

(I) Original plan to force the Straits by the Navy alone.

(II) Retention of the 29th Division.

(III) Necessity for reloading transports.

(c) Under-estimation of the Turks' fighting capacity and morale.

(d) The military expedition not being properly equipped as regards:

(I) First reinforcements.

(II) Howitzers, trench mortars, and ammunition.

(III) Administrative services.

(e) Difficulties of country in which the operations were to take place.

"44. MAIN LESSONS OF THE CAMPAIGN.—

(a) The necessity of making beforehand an exhaustive appreciation of the situation from a naval and military point of view leading to a definite plan of operations.

(b) The influence of submarines on amphibious warfare with modern armies containing greater numbers

and requiring much greater fire support than formerly.

(c) The comparative ineffectiveness of ordinary naval gunfire against shore targets.

(d) The necessity of having reserves available on the spot in distant campaigns."

#### THE BALTIC ISLANDS

A joint expedition of the German Army and Navy effected surprise landings at TAGGA BAY and POMERORT, Baltic Islands, on October 12, 1917. The Russian morale was at a low ebb and the resistance offered is not comparable to the stubborn defense that the Turks made at Gallipoli.

Army and Navy units were assembled at the Port of Embarkation and put through a period of joint training in every phase of landing operations.

Even with such careful preparation the conduct of the operation was not above criticism.

The usual difficulties were evident in maintaining communication from ship to shore. For example the Frederick der Grosse, on 15 October, failed to furnish supporting fire needed by the 131st Infantry, due to a breakdown in radio. No arrangements had been made for visual communication in this instance.

101 planes were available for the operation, 68 sea-planes and 8 land planes being fully manned. It was necessary to employ naval fliers on a large scale on missions with which they were unfamiliar and to which the heavy hydro-planes were not entirely adapted.

Aviation was of assistance in maintaining communication between supporting ships and land troops when other means failed.



Lieutenant General Von Tschischwitz, the then Chief of Staff of the Expeditionary Corps, has published an analytical study of this campaign with comments and conclusions that are of great interest and value.

This expedition was characterized by careful preparation. A period of approximately three weeks was spent at the Port of Embarkation in joint preparations and training. The German services, Army, Navy, and Air, worked in the greatest harmony, nevertheless, Von Tschischwitz says:

"One was struck by the ignorance displayed on the part of the officers of both the Army and Navy regarding the organization and tactics of the other service in their mutual dealings; this want of familiarity constituted a great hindrance . . . in the case of many participants lengthy explanations were required to bring about mutual understanding."

So far this introduction has been devoted to a consideration of the offense because of the many uncommon difficulties peculiar to that phase of the subject. This does not imply that a study of the defense should be neglected nor that its tactical and technical difficulties can be comprehended at a glance.

On the contrary the defender will usually be faced with almost overwhelming forces and a successful defense will require skill and knowledge that can be gained only by preparation and training.

General Von Sander's defense of the Gallipoli Peninsula is considered a masterful piece of leadership. He avoided the so-called cordon defense; defended the beaches lightly, trusting in counterattacks at the vital moment to disconcert the attack. With reserves proportionately large, he located them advantageously as to time and space with respect to the possible location of attack and increased their mobility by providing roads and communication facilities. Thus he was able to meet successfully an attack on a sixty-mile front.

The defense of bases, such as Tsingtau and Port Arthur, and the application of new developments in weapons thereto, is also an essential to a well rounded conception of amphibious warfare.

Speculating as to new developments is beyond the

province of this introduction. The rapid strides made in the past few years by military aviation; the mechanization of ground forces, and other scientific advances that make the military-naval scene change with startling rapidity, have no doubt lessened the value of military history as a yardstick by which to gauge future operations. Armed forces must be prepared to adapt themselves to new technique with great celerity. Nevertheless it is the duty of commanders to so familiarize themselves with the experiences of those who have gone before them that they are not liable to make the identical errors that have been committed previously. Forearmed with a knowledge of these matters the leader is then prepared to act according to the dictates of judgment based on knowledge past and present.

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## MILITARY MANAGEMENT\*

CAPTAIN ALFRED R. PEFLEY, U.S.M.C.

■ Frequently in the pursuit of learning concerning the military art we encounter such words as, "direction," "surprise," "mobility," "concentration," "security." Words such as "management," "orders," "initiative," "interest and interference," "reward and punishment," and "command" appear only as trite routine phrases. The first group deals with tactics—the maneuvering of squads, companies, brigades; the second with maneuvering individuals—men.

Under the general subject of "Military Management," there will be herein discussed the second group of words with the hope that some reader may glean a small bit of wisdom that may assist in the management of his command, be it a squad, regiment, or a corps.

#### ORDERS

The proper compilation of orders is a vast art in itself. Good orders are of paramount importance, for it is

through such medium that the wish of the commander is transmitted. Yet, how frequently and how sad it is that by the time the idea, born perhaps from the travail of much thought in the leader's mind, reaches the subordinates it is entirely distorted, and brings confusion. A study of military orders throughout history will reveal many startling absurdities. As for example† the following:

"The 3d Battalion 5th U. S. Marines on June 6th, 1918, was due west of the Bois de Belleau. Late in the afternoon, the Captain of the 47th Company, which was part of the Battalion, assembled his platoon leaders. He issued an order for an attack, briefly indicated the dispositions and direction of attack, and directed:

'Get your men into position as fast as you can, we attack at 5:00 P. M.'

'He pulled his watch out, glanced at it and added: 'It is 5:15 P. M. now.'

\*Mailing List—The Infantry School, Ft. Benning, Georgia, 1932-33.

\*Third Prize Essay.

## EXAMPLE No. 2

At Lodz November 22, 1914, a German guard division interpreted "right" to mean south and took its mission as the securing of the south flank of the Corps instead of the north. Imagine the resulting confusion with five battalions hurrying through the night to guard the wrong flank. The Mailing List discusses the affair as follows:

## "DISCUSSION"

A force which had been advancing west turned around and withdrew eastward. The right flank had been to the north. Everyone was tired and exhausted. Things were complex enough without having to puzzle over rules for writing orders. When the withdrawal began, it appears that some German headquarters considered the right flank to be the north and some to be the south flank. Normally, the instruction to place 'a flank security detachment south of Bedon' would not be misunderstood; we see, however, that it was capable of being misunderstood when considered in connection with other messages and it was misunderstood.

German writers commenting on this have suggested that in such a confused situation, it would be much better not to use the terms 'right' and 'left'.

A famous German general once remarked that if it is possible to misunderstand an order it will be misunderstood, which simply means that an order is no stronger than its dullest recipient. There was once a first sergeant who before publishing an order called a certain man into the office to read and explain it. If the man "got it" the order was duly published for the sergeant was assured all would understand it.

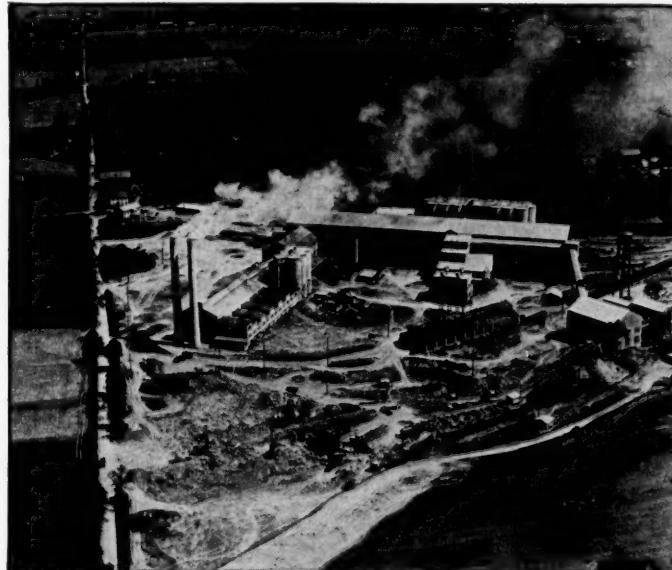
Briefly let us consider the qualities of a good order:

1. Fundamentally, it must arrive on time. If the situation is complex, time short, and especially if the troops are well trained, orders should be simple and brief. There is no place in orders for instructions. Such is the role of training and indoctrination.
2. It must set forth unmistakably the will of the commander.
3. It must contain essentials as pertain to the situation.
4. It must be so clear that it is impossible to be misunderstood.

The above applies generally to combat orders. In addition to the qualities necessary for good battle order let us list a few more for general routine orders:

1. Briefly, the order should be necessary. The dignity of print and of the office of the commander should not be used on trivial matters.
2. The order should not offend. If it is desired to correct a matter which is of an offensive nature, courteous, firm, dignified, language should be sufficient. Only 5 per cent of a command offend, and disregard common decencies and regulations. Don't admonish the other 95 per cent who are not concerned.
3. Likewise, orders should not be used for threats. If the commander desires to warn before punishing let him warn individuals concerned and then punish them if necessary, but don't threaten the 95 per cent to reprimand a few.
4. Orders should be written with unity, emphasis, and coherence, those three important qualities of good literature. Unity assures clarity and prevents digression, emphasis brings forth the subject strongly, and coherence

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makes the various elements—sentences and paragraphs hang together.

Obviously, the writing of good orders requires great skill, and painstaking energy. Too frequently, a company commander says, "Well, I guess you'd better get out an order about this, first sergeant." In turn the first sergeant tells the clerk, who is just learning to punctuate, to write the order and the result is not what the company commander wanted at all. However, he's in a hurry to get away for the week and doesn't want to waste any more paper, so he signs it and the troops wonder what it's all about. Let the company commander who wants to get his word across in a clear, forceful, manner write his own orders.

A word about oral orders. *Men execute orders exactly as they are given.* At drill, clear, ringing, preparatory orders, followed by sharp commands of execution, produce a fine, snappy, movement. Voice culture is an art well worth acquiring, but an officer has to get it himself as it is not taught and rarely mentioned as something to learn.

Above all orders must not straddle, vacillate, and be indefinite as so frequently occurs. Avoid saying "You'd better look after this, Jones." Say instead, "Jones, look after this. It's under your charge and you're responsible for it."

As a last word on orders, be they oral, routine, or battle, let them be clear, sharp, concise, curt and impatient at times perhaps, and so definite and plain that they cannot be misunderstood. Finally, realize the importance of orders. It is a long trail beset with pitfalls and by-paths between the originating of a desire in a commander's mind and its arrival at its destination. What is more important than skill in mastering the art of orders?—orders, the medium through which the schemes, aims, and wishes of the commander reach those concerned. Realize that orders are worthy of the clearest, soundest thought, and most painstaking effort of which an officer is capable.

#### INITIATIVE

In the wake of every revolutionary change there is born unpremeditated evils. The adoption of the selection system of promotion in the Marine Corps is indeed a revolutionary change and remedied a deplorable situation. The few evils resulting from this great change can and will eventually be remedied. *The greatest of these evils is the curtailment, and in some cases, perhaps, the utter destruction of that fine, essential quality in the American officer, namely—initiative.* At the present time the idea seems to be, not to accept responsibility, but rather to avoid it. It is important that an officer of the intelligent, American type not only accept responsibility, but actually seek it. The ability of the quick-thinking American to do this is the reason, perhaps, he is usually successful along military lines against more thoroughly trained troops. Curb this quality and much damage is done. Selection has curbed initiative. Now, instead of breaking his neck to get all balls batted anywhere near him, the player takes only those which he must take, going little out of his way for hard balls lest he be charged with an error. As a result the enemy gets many undeserved hits. Love of country and home has made men fight and die, but above these comes the fundamental law of self-preservation. Officers are not going to take chances of making mistakes where they know it may mean a bad mark against them and that one bad mark may be the cause for non-selection.

How can the above be rectified? Simply by insisting

in official orders from the highest source that officers must develop and display the proper initiative and not only accept but seek responsibility. It must be emphasized and clearly understood that an officer who makes an error trying for a hard hit ball is more valuable than he who makes no error by not making such a try. After all, the first officer will rob the enemy batter of many hits. Mistakes resulting from inexperience and lack of training should not be charged against an officer, but used as a means of instruction. How trite an expression, but how true that we learn by our mistakes. The above does not mean that the constant display of bad judgment and repeatedly doing the wrong thing should be disregarded, but it does mean that if an officer is giving his best, doing things, and accepting responsibility, he should not be condemned for his mistakes. "Buck passing," and "Keeping your finger on your number" are false gods which must be destroyed.

#### INTEREST AND INTERFERENCE

A wise battalion commander in visiting one of his companies once said to the company commander: "Above all things I don't want to interfere with your command, but I'm greatly interested in your company and I'm going to follow your drills and work carefully. Maybe I can help a little. However, if you don't agree with some things I suggest, let's talk it over. It's very possible I can be wrong." This battalion commander outlined his wishes in a general way, suggested, advised, and wasn't afraid to admit his errors. Matters of a controversial nature were thrashed out in private in a friendly way and conclusions based on the best judgment of all concerned were reached. There was a series of competitions in the regiment that year. The above battalion won about 99 per cent of them.

Let battalion commanders display interest to any extent they desire in the workings of the companies, but let them beware of interference. By interference is meant by-passing the company commander, taking command of company units temporarily, and making decisions which the company commander should make. Also, let him avoid "buck-passing straddles" in place of good, clean intelligent orders.

The company and battalion have been used as examples but the principle applies likewise to any adjacent units. *The commander of the unit must run his unit.* This principle is obvious and fundamental but is so frequently violated that it is worthy of this discussion. The commander above should give his plans, issue his orders, make clear what he wants done, but must emphatically and absolutely let the unit commander concerned do the job. If he doesn't do it right, admonish him, bust him, get a new one, but don't take over command of a minor unit. The size of a unit an individual can command himself, personally, is very small. Experience has shown that it is seven men, and to run seven men well is a man's size job. Yet, officers sometime assume the role of corporals and even then do a poor job of it, knowing less about the squad than its corporal does. True, the lieutenant must have an intense interest in the squads of his platoon, but let it be really directive interest, and not interference. If he tries to be six corporals at once he destroys his non-coms' initiative and is attempting a task automatically doomed to failure. Between interest and interference there is a fine dividing line. Let the individual who would command with success know well where this boundary exists and let him not cross it.

## REWARD AND PUNISHMENT

Probably as important a duty as any officer is required to perform is that of administering punishment. Regulations are definite and instructive along these lines, and obviously contemplate that punishment be dispensed by officers of long experience and sober judgment. While an individual acting as a deck court officer or in command has a few powers of punishment, matters of more consequence are delegated to groups of officers sitting in solemn conference and guided by fixed rituals. All this indicates the importance and magnitude the experience of high authority attaches to proper punishment.

Fear and hope are dominant traits in men's minds. The fear of punishment keeps individuals within bounds and makes possible the maintenance of discipline. The hope of reward is perhaps a greater urge to accomplishment. When punishment is necessary some part of the machine has broken down. Punishment in itself is a complete deficit to an organization. In the case of confinement not only is the man lost, but three other men as well who must guard him. Obviously, efficiency is greatly increased when there is no necessity for punishment. However, if a commanding officer fails to act when he should the record of no punishments may appear fine on paper, but the real situation within the command is not healthy. An organization with never a man on the report should be viewed with suspicion. It is indeed highly desirable that reports and punishments be few, but rare is the unit in which the 5 per cent of malcontents, and perpetual offenders are completely lacking. It is the duty of an officer to get his 5 per cent down as low as possible. Hence, the necessity for sound thought, bred of mature experience, in

awarding punishment, so that the punishment will teach and will be constructive and not demoralizing.

In regard to the question of reward the promotion of a man to corporal may be more important than winning a battle. President Cleveland once said that the result of a promotion was one ingrate and a hundred enemies. Nothing undermines the morale of a command more than making a bad promotion. Hence, all promotions should be preceded by careful, accurate consideration. The numerical system of giving a certain weight to such things as length of service, professional ability, time in organization, mark on examination, general efficiency, etc., is a fine guide along the right lines. If the men realize that their score is being kept from day to day and year to year in an intelligent, accurate manner, it will surely be an incentive to bat as high as possible. Before promoting a man to private, first class, consider what kind of a sergeant he will make in a few years. *It is easy to promote—very difficult to reduce.* A bad promotion will later give some one a most unpleasant task—a task which he may perform, but which in many cases he will avoid, and solve his own problem by a transfer as soon as possible. This does little in advancing the common good. Hence, let promotions before being made be well considered and highly merited. A few promotions at intervals in an organization is a fine stimulant. Guard and use this privilege with zeal.

## COMMAND

Presidents Thomas Jefferson and Woodrow Wilson were two of our greatest thinkers on the problems of government. Wilson advocated creating what seemed to

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be a sound, theoretically, good government, and thrusting it on the people regardless of whether they wished it or not. Jefferson likewise believed in sound, democratic government, but insisted that it must be suitable to the civilization and adaptable to the temperament and mentality of the people involved. History shows that Jefferson's logic will bring the most success in dealing with people of the modern era. Military command is nothing more than government of soldiers. This government must be a scheme of management which will work, which is suitable to the mentality and temperament of the soldier involved. Hence, command is more than being correct tactically, issuing good orders and punishing as the book dictates. It is an art for it is different for different peoples and for individuals of the same people. Proper military management is the product of knowledge, wisdom, and clear, sound thinking. It is worthy of much labor and experience, but the result of these brings the greatest reward an officer can have—successful command.

### BASES AND THE MARINE CORPS

■ The United States Fleet is truly the first line of defense. To be effective in this role the fleet must operate well beyond our shore line. To conduct effective naval operations, the fleet must gain and maintain command of important sea areas and protect the sea lanes vital to the United States. To maintain command of any sea area, the fleet must maintain itself in that area. Moreover, to maintain that command, it must prevent the enemy from maintaining a hostile fleet in or near that area.

Aside from personnel, the main components of a navy are ships and bases. To deny a ship a base would deny its existence. It would soon exhaust its fuel and become immobile. The crew would die of starvation or thirst. Even if supplies of fuel, food and other necessities were obtained at sea, the ship could operate only at constantly reduced mechanical efficiency through the fouling of her bottom and deterioration of hull and machinery. In time she could not avoid being stranded or sunk.

Thus a navy of ships without bases would soon become impotent and count for nothing against opposing ships with bases at their disposal. We are too ready to assume that merely well manned and efficient ships, including air craft, constitute a navy. Only the ships having the support of adequate bases are the ships that really count.

Yet bases mean a great deal more to a fleet than mere logistic support and military security, vital as these are. To appraise truly the extraordinary value of bases in naval operations one must understand how bases multiply the numbers and power of the fleet; how they are in fact a genuine equivalent of ships.

At the conclusion of the great Battle of Jutland, the availability and power of both fleets in the immediate future were almost entirely matters of ship rescue, resupply and repair. Some ships were at the bottom and no longer counted. Others, such as the battle cruiser *Lutzow* and cruiser *Warrior*, vainly endeavored to reach a base before sinking. With a nearer base they would have been saved to count in future operations. Still other ships, while badly damaged, succeeded in gaining the security and succor of their bases and therefore did count in the future.

The rescue and repair of ships are two of the functions of bases, intimately affecting the power of a fleet.

There is yet another. Re-supply. Fuel, ammunition and personnel replacements are necessary. Without them the fleet would be virtually demobilized and completely ineffective.

Before battle, bases are in some respects even more important than afterwards. While the elements of rescue and emergency repair on a great scale only become acute subsequent to major action, the preliminaries to such an occasion require the constant and immediate readiness of as many units as possible. The concentration of superior force at the critical time and point—that cardinal principle upon which all naval success depends—is not merely a matter of tactics and strategy; it is also a question of bases with their equipment.

In establishing the numbers and power of the ships which may count effectively during war operations, few factors equal in importance the position of naval bases. Mere distance from a theater of activity is one vital aspect of this question. Position relative to hostile bases, navigational channels, trade routes, etc., is another.

It has long been recognized that a fleet bent on attacking the United States from Europe would necessarily have to establish a base on this side of the Atlantic—most probably in the Caribbean. Automatically this would draw our own fleet to that region, not only to defend the Panama Canal, but also the coastal commerce and the territory of the United States itself. A position

(Continued on page 84)

#### BOOK REVIEW

*The Command and General Staff School Quarterly.*

This Quarterly contains not only the best thoughts of foreign books and periodicals, but also includes all matter pertinent to the regular courses at the Command and General Staff School, Fort Leavenworth, Kansas, which affects our American doctrine as to the employment of troops. It consists of instructional material sufficient to keep all officers in touch with the conservative changes made necessary by modern organization, weapons and methods. The subscription rate of this periodical is \$1.00 per year, or 25 cents per copy.

*A History of the United States Navy.* By Captain Dudley W. Knox, U. S. N. Washington, D. C.: G. P. Putnam's Sons, New York, Illustrated, 481 pages, \$5.00.

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United States Navy from its birth in the stirring days of the Revolutionary War to the London Naval Treaty of 1936. Captain Knox begins by analyzing the factors leading to the creation of a navy in 1775 by George Washington, and the vital role which it played in bringing about the successful conclusion of the struggle for independence.

Step by step with the development of the nation the author shows the many services rendered by the Navy, in peace as well as in war. The role played by naval operations in saving the country from invasion on the northern frontier in the War of 1812 is explained with matchless lucidity and logic.

In the Civil War, the author shows the decisive effects of Union control of the sea. This made possible the blockade, which eventually exhausted the Confederacy. It also enabled the Union naval force to open the Mississippi, thus splitting the Confederacy in half. We are able to follow the activities of all the leading characters in the great drama—Farragut, Porter, Dupont, etc., and the historic engagements such as those between the *Merrimack* and the *Monitor*, the *Kearsarge* and the *Alabama*, etc., are fully described.

We next follow the Navy through the years of neglect, extending to 1881, and the building of the "new Navy," culminating in the formidable war machine which engaged Spain in 1898. The upbuilding of this force led to the development of the American steel industry under the stimulating technical requirements of naval development.

The naval operations in the Spanish-American War are fully covered and there are descriptions of the victory at Manila, the operations off Cuba culminating in the Battle of Santiago, the capture of Porto Rico, etc.

The section on the World War is very detailed, and the overwhelming role of sea power in blockading Germany, conquering the submarine, and getting the sorely needed American troops to France is well brought out. All the actions of American forces are noted, and the importance of the American contribution to the Allied effort is made abundantly clear.

Following the World War, the author traces the efforts toward Naval limitation from 1931 to 1936 and describes the part the Navy has played in our diplomatic and trade relationships with the rest of the world.

The main theme running through the book is the vital importance of a strong Navy to our security, as shown



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### SEA POWER—WHAT IS IT?

(Continued from page 46)

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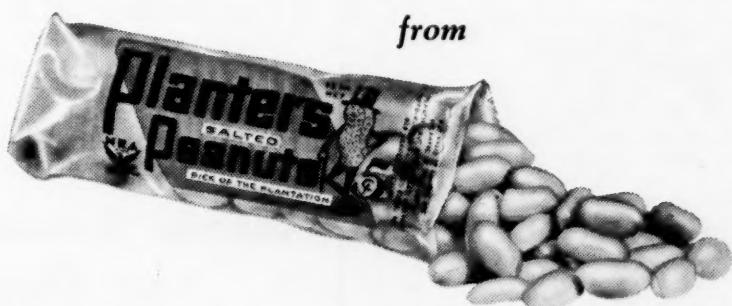
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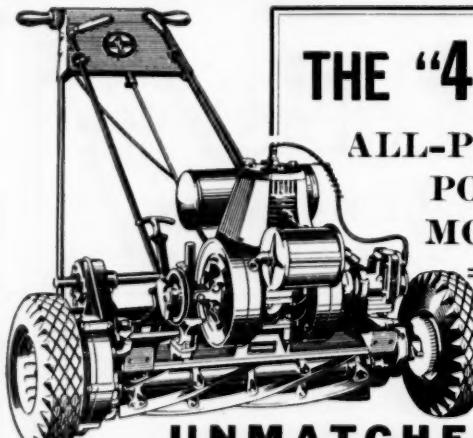
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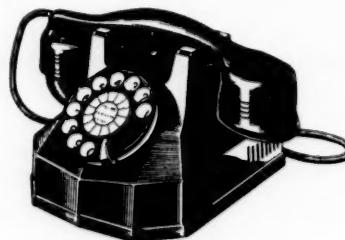
## THE COCO PATROL

(Continued from page 41)

radio was rebuilt so that it could be transported as a unit load on one animal without being too unwieldy. Also my men were introduced to their new play-mates, the mules, and initial steps taken in the transition from sea-going to bushwhacking.

The pack train brought by Walker was made up of mules purchased from the Bragman's Bluff Lumber Company. They were nearly all imported from the United States; large, heavy animals, admirably suited for the work they had performed on the banana farms of the company where the going was easy and food plentiful, but not adapted to the tough trails and scanty forage of the hills. They had been on the trail almost continuously since the second of May, working through rough country which did not offer a chance for adequate grazing. Although two Jamaican negroes accompanied the train as muleros, they were not, in my opinion, worth the food they ate to say nothing of the salary paid them. In many cases, saddle blankets had been lost or had never been used. The saddles were often placed directly on to the bare backs of the animals. By the time they reached me, nearly every mule had saddle sores, and four animals had to be abandoned for that reason before we left Musawas. Saddle blankets were not available but enough sacks were requisitioned by radio and dropped by plane to provide each animal with some protection. A small supply of creosol had been spotted at

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Leon's at the junction of the Waspuc and Pis Pis, and a patrol was sent for that for use in treating the open sores. A request on the Area Quartermaster for "BEE" powder to be used for this purpose brought forth many facetious remarks both within the patrol and at Puerto Cabezas and resulted in additional creosol being dropped in canteen lots.

The detachment from Waspuc arrived on the evening of the twenty-fourth. The total strength of the patrol was then two officers and forty-four enlisted men, including one pharmacists mate, 2nd class. Accompanying this detachment was Arthur Kittle, who resumed his status as guide and interpreter. Instructions were issued and all arrangements made to break camp for Casa Vieja the following morning.

Just about midnight, after my last radio message had been acknowledged by Puerto Cabezas, Corporal Carroll, my operator, turned to me and said, "Mathes (operator at Area Headquarters) says to stand by for an order now being coded which he thinks is for us."

This meant but one thing to me: orders to stay where we were. I knew that Captain Linscott had cleared the mines for Casa Vieja the morning of the twenty-third



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and would be about two days ahead of us. Major Utley knew that there was no trail leading from Musawas to Casa Vieja and, from several pertinent questions which he asked concerning our location, the Lakus Trail and others in that vicinity, I felt sure that he was considering leaving my patrol where it was. Also there were orders in Puerto Cabezas detaching me from the *Denver* to the *USS Rochester* upon the arrival of my relief. But—the bandits had gone towards Bocay and the west. I now had the means to follow them. From my point of view, Musawas was just about the least desirable spot in all Nicaragua right then. I could see no prospects of anything happening to relieve the monotony of the place and, if I could avoid it, I had no intention of remaining there.

"Ask Mathes if that means we stay here," I said to Carroll.

"Sounds like it," was the reply.

"Send this message as I give it to you: 'To CO Eastern Area. 8625 CP CLOSES MUSAWAS ZERO FIVE HUNDRED STOP STATION PSW CLOSING IMMEDIATELY PREPARATORY TO MOVE STOP RESUME SCHEDULE EIGHTEEN HUNDRED THIS DATE 0035.' Has Mathes acknowledged that? Fine. Get off the air and stay off. If the Major wants to keep us here he'll have to send us back tomorrow night."

I later learned that my guess was correct and that if I had not acted as I did, we would have received orders which would have kept us at Musawas indefinitely to "block the rivers and trails in that vicinity." Once under way we were not ordered back there, and I never saw the place again.

This first move by pack train was not particularly exciting, but there were several incidents which might be worth the telling. For example: there was the three day hike made by Schoneberger with a fever of a hundred and four; refusing to give up his place in column; never delaying the march; and setting an example of grit and guts that was an inspiration to the rest of the patrol. With men like that, any outfit was bound to succeed! I well remember the day that a sack of rice was packed on a mule alongside a tin of kerosene oil. By the time that mule had rolled down hill a half dozen times and the pack had been pulled off his back as many times again by the overhanging brush, rice and coal oil were thoroughly mixed. Supper that night consisted of boiled rice, coal oil, hard-tack and coffee. Everyone ate the stuff; not because it was good, but because there was nothing else and we were hungry enough to relish anything in the way of food. I would never recommend the mixture as a palatable dish. Then there was the night that we were visited by a swarm of flying ants just as supper was being dished out to the chow line. For ten minutes the air was literally black with them; the kind of flying ants whose wings would drop off as soon as they hit any obstruction, and they fell down to become the ordinary crawling variety until a fresh pair of wings developed. They got into our eyes, our ears, our mouths, down our backs, into our bedding, and, most annoying of all, into our food. The place was alive with them! But it was one night that we had fresh meat, if ants can be called meat, along with our rice or beans or whatever it was. We reached the ruins of the Kuli Bodega just before dark, in a pouring rain. Wood for the galley fire had to be collected in the dark. Nurse it

as we would, it sputtered and smoked and put out so little heat that it was after nine o'clock that we had the first cup of weak, luke warm coffee—the first food since breakfast, seventeen hours before. The trail from Kuli Bodega to Kalasanoki follows the bed of Kuli Creek. It was here that, going back along the trail to learn what was holding up the march, I found the radio mule flat on his back. There he was, held down by the radio he was carrying, with only his four feet above water. By the time we got him back to his normal position, the radio was a complete wash-out. It was not until we had reached Bocay, given it a thorough overhauling and received new batteries from Puerto Cabezas, that it was again in commission. But these incidents, aggravating as they were at the time, were just part of the day's work—something to make the best of and to overcome.

The formation adopted for this move by trail and pack train became more or less the standard for all my patrols in the future. Three squads were designated as the primary combat unit. Duty was rotated daily between advance guard, rear guard and main body. Four men of the advance guard squad—three riflemen and the automatic rifleman—were assigned to the point under the immediate command of the point commander, who was a sergeant or section leader. These men were in single file, staggered on opposite sides of the trail whenever its width, which was seldom, permitted it. Dis-

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tances within the point depended on the nature and thickness of the country, usually about ten paces. Following the point, again at a variable distance depending upon the terrain but probably averaging around twenty-five or thirty yards, came the main body in single file and in the order named: remainder of the advance guard squad; the pack train; and four men of the rear guard body. Following the main body at such distance as the nature of the terrain required, came the other four men of the rear guard squad as rear point, under the command of a sergeant or section leader. The second-in-command, Lieutenant Cook, was assigned as point commander, rear-point commander, or with the main body, rotating in these tasks with the section leaders. As patrol commander, I, with a runner, normally marched at the head of the main body. Perhaps I should have used the word "abnormally" because, more often than not, I would be with the point, with the pack train, even with the rear guard; going to that part of the column where I felt my presence was most needed in order to keep it closed up and on the move.

One full squad—the fourth—was permanently assigned with the pack train as muleros. Each man had three or four mules under his supervision. In addition, the cook looked after the mule which carried his pots, pans and galley paraphernalia; Carroll had the radio mule under his charge; and even the pharmacists mate was given a four-legged patient to care for. We were handicapped by the saddles which came with the train from Puerto Cabezas. Those saddles were used on the farms for carrying bananas. They were of the wing or cradle type, with projecting cradles on which the banana stems



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could be laid without the use of line to keep them in place. We found that the wings were continually catching on trees and brush along the trail so that even the best cinched pack would be torn loose. This caused most of our loose packs and accounted for many of the saddle sores on the backs of the animals. After ripping them off and slinging the packs to the saddles using line and the diamond hitch only, we had much less trouble. Sergeant MacGregor, who had been born and raised in western Texas and who had had plenty of experience with animals and pack trains before joining the Marine Corps, was made train master. He deserved and received a great deal of credit for the way he made muleros out of Marines, some of whom had never before learned which was the business end of a mule, and for getting the train through in excellent condition.

In case of attack, two squads—the advance guard, including the point, and the squad at the head of the main body—would be immediately committed to the fight. As soon as possible, the squad acting as muleros would turn their animals over to the cook, radio operator and other extra men and, with the four men of the rear guard marching with the main body, would form a combat and manouver group to be used as the situation demanded. The rear point would maintain its position as such unless and until otherwise ordered.

The rate of march depended entirely upon the pack train. I considered that it was essential that the patrol

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be kept intact. Had I attempted a regulation march of fifty minutes with a ten minute rest each hour, my patrol, with its inexperienced muleros, would soon have been strung out over several miles of territory. The four men of the rear guard squad marching with the main body, although not attached to the pack train, were instructed to lend every possible assistance and to see that the train kept closed up. Minor adjustments were cared for without halting the patrol but when it was necessary to completely repack the animal, a halt was called by passing the word forward from the rear until the work was finished. At such times, every mulero inspected the animals in his care for loose cinches and badly arranged packs so as to reduce so far as possible the enforced halts. As soon as the train was ready, word was passed forward to the head of the column and the march resumed. For the first few days, this procedure may have cut down the mileage to some extent. As my men became more expert in putting on pack-saddles and securing the packs, it tended to speed up the movement. Eventually we reached the point where there were very few enforced halts; a five minute rest every half hour was sufficient time for the muleros to tighten loose cinches, loose lines and to keep the train on the move. At any rate, this method brought about the desired result: at all times I had a closed-up and compact unit on the trail, all of which was under my control all of the time.

For the first two days out of Musawas, with three Suma Indians armed with machetes ahead of us, we made our own trail. We covered about eight miles on the first day and twelve miles on the second. As I had expected, the going was not bad except along the river bottoms, where the bush was heavy and required plenty of cutting. Along the higher ground, the country was fairly open with underbrush and small growth quite similar to our hardwood covered hills in the States. The second night was spent at Tunkun from which a trail led into Casca and Casa Vieja. We reached that ranch on the morning of the twenty-eighth of May and joined forces with Captain Linscott's 60th Company patrol.

Right here I want to pay tribute to Captain Linscott. He had been given a company composed largely of recruits fresh from Parris Island and with only a smattering of training. Most of these recruits had joined the Corps as privates "to learn the drum and trumpet." By the time Linscott had reached Casa Vieja, he had whipped those musics into good field soldiers. The route he had followed was difficult enough in itself, even with older and more seasoned men, without having to train a lot of field musics on the side. The way he handled that job and those given to him later, earned my respect and admiration from then on.

On the morning of the thirtieth, the combined patrols under the command of Captain Linscott, left Casa Vieja for Bocay. We followed the same trail that the bandits had taken some three weeks before. Linscott's patrol was to lead the way on the first day, with mine in the rear. The morale of my men was at a high pitch. They felt that because they had been in the hills a month longer than the 60th Company, the honor of going first should be theirs. They were up at four o'clock, breakfasted and packed an hour before we were supposed to get under way. I was approached with the suggestion that, since they were all ready, we should shove off at once and let the other patrol catch up when and if it could. The *Denver* Detachment was no longer a sepa-

rate patrol, so naturally that suggestion was not carried out. On the second day out we were given the lead. Before night every man would have been willing to drop back to the rear. Rains of the all day long variety had started. There was an inch or so of slippery, slimy mud on top of a hard dirt bottom so that there was no footing for those in the lead. Men and beast slipped and skidded from side to side, or from top to bottom, of the trail. After thirty or forty men and mules had passed over the ground, the soil was dug up enough to give a firm footing for every one, and the rains had not been of long enough duration to turn the whole thing into a quagmire. And the honor of going first was ours from then on.

Shortly before noon on the first of June, we arrived at the small Indian settlement of Kalasanoki, the first habitation of any kind since leaving Casa Vieja. Here the trail turned almost due south, whereas Bocay, our objective, was some twenty-five miles due north.

An old Miskita Indian, contrary to custom, came out of hiding to watch over his home. He informed us that the trail we had been following led to Jinotega, some ten days' hike away. He said that Jiron and his mounted bandit force had passed through Kalasanoki about three weeks earlier; and that Jiron had with him an American prisoner who was apparently in good health and fairly well treated. (This referred to Marshall, an American mining engineer, who had left the mining area with the outlaws. It was thought that he had been forced to accompany them, probably to be used as a technical advisor for Sandino.) According to rumor, Sandino had directed his chiefs to meet him near Jinotega the latter part of May. This was a very indefinite statement, as the word Jinotega might mean any place within the Department of that name. He also told us that, if there were no outlaws then in Bocay, a group of them would certainly be there on Sunday, June third; and that there was no trail into that place except the one which came up the Coco River from Lakus and Raiti. A thorough reconnaissance convinced us that this last statement was correct. If we wished to get to Bocay, we would have to go by boat or cut our own trail.

We discussed the practicability of passing up Bocay altogether and of following the trail to the south. Two deserters from Aguerro, captured by Linscott at Casa Vieja, had stated, "Bandit headquarters on BOCA RIVER two or three days above BOCA."<sup>13</sup> We might be within striking distance if we kept to the trail. But our orders specifically directed us to go to Bocay. The information just quoted had been sent to Area Headquarters and had resulted in no modification of those orders. There were no indications at Kalasanoki that the outlaws were in that vicinity. They had passed through there three weeks before and had not been seen since. The statement made by the deserters might not be true. The constant rains had raised havoc with our food supply and once again we were almost rationless. "Rice, sugar, coffee, salt and flour got their portion of water so the food situation got worse day by day. We have had to throw away some 150 pounds of beans and at least 100 pounds of rice which became wet, sprouted and fermented. Sugar has run away and saltless food is the thing out here."<sup>14</sup> Walker was on his way

<sup>13</sup>FIELD MESSAGE No. 43. From CO DENVER Detachment at Casa Vieja to CO EASTERN AREA, dated 29 May 28.

<sup>14</sup>Personal letter, dated 11 June, 1928, at Bocay.

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to Bocay by boat from Waspuc. He would reach Bocay on the fourth and he was supposed to have rations for us with him. It was finally decided that as large a patrol as we could find the means of transporting would go by boat to Bocay, to intercept the bandits expected there on the third and to meet Walker. The majority of the patrol and the pack train would remain temporarily at Kalasanoki. Future action would depend upon such information as we might pick up at Bocay and additional instructions from Area Headquarters.

Three old pitpans, whose total carrying capacity was ten men besides their crews, were found. On the morning of the second of June, Captain Linscott, myself and ten enlisted men started for Bocay. The two largest pitpans led the way. They were manned by our two guides, Arthur Kittle and Augustine Garcia, the old Kalasanoki Indian and his two young sons. The smallest pitpan brought up the rear. Corporal Hickethier (*Denver Detachment*), armed with a pole, was in the bow. I, equipped with a paddle, sat in the stern as boat captain. We carried two passengers. All went well until, some six miles above Bocay, we came to the Samasca Rapids, the third worst of the rapids in the navigable rivers below Santa Cruz. The two leading boats pulled into the shore at the head of the rapid. They landed their passengers and everything aboard and then worked their way down stream through fairly quiet water close to shore. Following their example, I discharged my two passengers and all that we carried, including Hickethier's rifle and ammunition. We then pushed off to follow in their course. Almost immediately, things began to happen! Instead of being in the narrow, quiet channel along the bank, we crossed our signals and were swept into the main channel. There was nothing we could do about it; the thing had happened so quickly. At the first sheer drop, our boat was half filled with water, although still right side up. A moment later, another falls with its waves and rushing water swamped us completely. Down we went, to come up sputtering and striking out for the pitpan which was floating down stream, bottom up. Hickethier reached it first and pulled himself on at the bow. By sheer luck I came up close enough astern to be able to climb aboard at that end. For the next few minutes, we had as exciting a ride as any I can remember. We rode that boat much the same as I imagine one would ride a bucking broncho; gripping it with our knees and hanging on with our hands, constantly fighting to keep it from rolling over and pitching us once more into the maelstrom around us. We crashed into rocks and debris; or we missed them by inches. We were nearly scraped off by the walls of the canyon through which we passed. But luck was with us. We suddenly found ourselves washed into the back eddy of a quiet spot about half way through the long rapid. Except for a thorough ducking, a few scratches, a lost paddle, and a hole in the bow of the boat which was beyond repair, we were none the worse for our experience. Then I learned that Hickethier could not swim a stroke!

We reached Bocay that afternoon and, as usual, found a deserted village. It was a settlement of about fifty thatched, bamboo-walled huts, located on both banks of the Coco and Bocay Rivers. The village as a whole was comparatively clean and a striking contrast to the filth of Musawas.

Alfred Webster, the English patron of the settlement, was at the Cape. We appropriated his house and bodega for the use of our patrol. The house was well built, with two rooms, a front and rear porch, and an adjacent kitchen. The bodega, or store, was next door. I selected a good-looking, four-poster bed with its cowhide springs and turned in that night expecting an excellent sleep. But the lice soon drove me out. I went back into the kitchen, made up my bunk on the dirt floor and went to sleep, only to be rooted out in the middle of the night by a big, black, one-eyed sow who objected to my having usurped her favorite spot. With a little urging, however, that pig got up and not so slowly walked away. For the rest of the night, I slept in peace and comfort.

The following day a few of the natives returned to their homes and Thompson, Webster's nephew, came in from his house a couple of miles down the Coco to inform us of the approach of Walker's patrol. Once again we had an example of the fact that, by avoiding the expected routes of approach, surprise of these people who were reputed to know every movement of regular troops even before they began, was not impossible. The natives had left their village because of Walker's advance up the Coco. They had absolutely no information concerning the movement of Linscott and myself from Casa Vieja.

From Thompson, we learned that the bandits had passed through Bocay on the first of June, the day before we arrived. Enough data were collected to send the following pick-up message to the Commander, Eastern Area, on June fourth.

"Linscott and myself arrived BOCAY from KALASANOKI by boat with small patrol on 2 June, 1928. No bandits here, natives just returning to their huts. Aguerro died at BOCAY about 22 May, 1928. Information here is that Sandino and Jiron joined forces on the BOCAY RIVER, probably in vicinity of CASCA, crossed to the WANKS RIVER between BOCAY and POTECA and were supposed to reach the WANKS on 2/3 June. They are to move up the WANKS in direction of SANTA CRUZ. This is unconfirmed. No trails into BOCAY except from LAKUS. Would like orders to leave here with (pack) train for POTECA which I think I can make in 8 to 10 days. Rations can be forwarded to me there. All OK. /s/ Edson."<sup>15</sup>

I planned to move south from Kalasanoki until I picked up the bandit trail and then follow the route which they used in crossing to the Coco River and Potea. Even though we might be forced to make our own trail part of the way, I was confident that we could get to Potea. My men were full of ambition and keyed up to the highest morale. All that they asked was permission to take their pack train, ten days' rations, and to push on. Rains, jungle, lack of trails, meant nothing to them. The bandits had gotten through, so why could not they? The plan was feasible, and it would have worked. Could we have pushed on then, followed by or in conjunction with a boat patrol along the river, I believe that we could have delivered a blow which would have been much more effective than the one we eventually struck in August of that year; that we might have completely disrupted Sandino's forces.

<sup>15</sup>FIELD MESSAGE No. 45. From CO DENVER Detachment at Bocay to CO EASTERN AREA, dated 4 June 28.

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We were able eventually to construct a fairly accurate picture of the bandit movements during this period. I shall relate them here because they were typical of Sandino's tactics throughout his career.

After the Pis Pis raid, the main body of outlaws under Jiron, Sanchez, Salgado, Altamirano and Maridiaga rendezvoused at Garrobo, near the headwaters of the Bocay River. Aguerro, with his band of cut-throats, planned to complete his earlier raid of March by sacking Waspuc and then to proceed up the Coco River. There he intended to join the main outlaw force. After the Marobila contact, he moved west by way of Lakus Creek and Raiti to Bocay. Aguerro died of tuberculosis and his group disintegrated. The majority of them returned to their homes in the Poteca sector. In the meantime, Sandino planned to return to his old stamping grounds east of Chipote, using the little known trail which leads through Paso Real de Cua and the Cua Valley. This move was already under way when the bandits met and engaged Captain Hunter's marine patrol at Bocacito, not far from the Cua River, on May thirteenth and fourteenth, 1928.<sup>16</sup> I do not agree with the statement made by Jiron after his capture in 1929 in which he said that the outlaws were aware of Captain Hunter's approach from the west and marched out to meet him.<sup>17</sup> I am inclined to believe that this fight began as a true meeting engagement and that the presence of the Marine patrol was a surprise to the bandits. After this contact, the outlaws again withdrew to Garrobo. Plans were then made for their evacuation to the Poteca area. Such of the loot from the mines as could not be easily transported was cached north of Garrobo until it could be picked up later and transported by boat. (A shipment of this stuff was bombed by Captain Howard and Lieutenant Conway on June fourteenth.) The troop movement was made simultaneously by four columns between the dates of May thirtieth and June third, 1928. Salgado, with a small group of about fifteen men, proceeded by the water route. He passed through Bocay on June first. There he picked up a couple of boat loads of provisions and several Indians to be used as boat crews in the Mastawas—Poteca—Cua sector. Captain Linscott and I missed this group by less than twenty-four hours. The largest outlaw force, that under Jiron, moved north by trail and mule to Casca, then over a good trail which debouched on the Coco River just below the Callejon Rapids and thence up river to Mastawas. If we had immediately turned south to Casca instead of stopping at Kalasanoki, it is quite probable that Linscott and I would have met Jiron's force in the vicinity of that place and before it succeeded in leaving the Bocay Valley. The third group under Sanchez crossed over the longer, more difficult trail from Tunavalon to Mastawas. There he and Jiron joined forces before working their way by easy stages to Wamblan and Poteca. Sandino, with a small, select body guard, chose the most difficult trail of all, chiefly because it was the most concealed and least known. He crossed from Garrobo to the headwaters of the Rio Wamblan and then followed that stream bed to the Coco River. Final disposition of the outlaw troops around Poteca was not made until after the middle of the month of June.

<sup>16</sup>THE LA FLOR ENGAGEMENT; by Captain Victor F. Bleasdale, USMC; p. 29, The Marine Corps Gazette, Vol. XVI, No. 4, Feb., 1932.

<sup>17</sup>ADDENDA to INTELLIGENCE REPORTS, Northern Area, Nicaragua, about 10 February, 1929.

The above is, I believe, a typical example of the bandit movements which followed any combat with Marine forces in Nicaragua. It explains why it was so difficult to obtain decisive results from any single contact. Any engagement was a signal for them to disperse their forces and to move on to new territory. The harder they were hit, the quicker they disappeared and the smaller and more numerous the groups into which their main body was divided.

Walker and Taft arrived at Bocay on the morning of June fourth. Walker had left Waspuc with only enough rations for his own patrol. The food situation was no better but worse, if anything, than before. There were now more mouths to be fed.

The Coco River off Bocay was deep enough, wide enough and straight enough to be used as a landing place for amphibians the year round. On June eighth, they brought Major Utley for a conference with Linscott, Walker, Taft and myself. At the first opportunity, I again asked for authority to move on to Poteca. But it was not to be. The rainy season was already in full swing. The bandits had eluded us and were apparently out of our reach for the present. The Eastern Area was already extended to the point where it was necessary that a halt be called until the system of supply could catch up with its advanced outposts. Orders had been received from Brigade Headquarters to stabilize the Area for the duration of the rainy season with its western limits running roughly due south through Bocay and Cuvali. Radio instructions had been issued that I would turn over the *Denver* Detachment to Lieutenant DeWitt in time to return to Managua on the *Rochester* which was due to arrive at Puerto Cabezas the latter part of June.

To carry out these instructions, Major Utley gave us the following orders. The 59th Company and *Galveston* Detachment, under command of Captain Walker, would garrison the Bocay—Awasbila—Waspuc sector. My patrol would return via the first available river transportation to Puerto Cabezas. There it would refit and then return to the hills under the command of Lieutenant DeWitt. Captain Linscott would bring the combined pack trains from Kalasanoki to Bocay. As soon as Walker was in position to take over the garrison of Bocay, Linscott would evacuate his patrol to Puerto Cabezas via the water route, and would then proceed to command the Pis Pis—Cuvali sector, garrisoned by the 60th Company. The 51st Company would be distributed along the coastal outposts and would garrison the Blue-fields area.

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In accordance with these instructions, my patrol left Bocay at daybreak on the twelfth of June and reached Waspuc some sixty hours later. On the fifteenth, I turned over command of the patrol to Lieutenant Cook and went to Puerto Cabezas by plane. DeWitt was already at Area Headquarters. I was relieved from duty with the *Denver* Detachment and was given the job of Executive Officer pending the arrival of the *Rochester*. Everything indicated that my duties in the Eastern Area were about to terminate and that any further bandit chasing on my part would be carried on from Matagalpa and Tuma.

But that was before the *Rochester* arrived, bringing Admiral Sellers and General Feland on a tour of inspection! The things they discussed and the decisions they made, resulted in the formation of the Coco Patrol. I was to have a chance to go to Poteca after all.

### THE EARLY YEARS OF THE MARINE CORPS

(Continued from page 32)

progressed sufficiently to require the presence of Marines first at the Navy Yard in March, 1800, for the purpose of guarding the construction at that place, and later to establish the headquarters of the Corps near the office of the Secretary of the Navy, which had been moved to Washington in June, 1800. Burrows, with his staff and Headquarters troops, arrived at Georgetown and went into camp July 31 on the present site of the Naval Hospital, Washington. The Marines attracted considerable interest in their new location. Barracks were later rented from the War Department and the detachment moved into them on November 11. They returned to their camp, however, in the following spring.

#### NEW COMMANDANT

William Ward Burrows, commandant since July 12, 1798, having tendered his resignation, due to ill health, it was accepted as of March 6, 1804, and on the following day he was succeeded by Captain Franklin Wharton, senior officer of the Corps, who at once assumed his duties as Lieutenant Colonel Commandant. During the Naval War with France Wharton had served on the frigate *United States* until August 31, 1800, and then went to duty as commanding officer of Marines at Philadelphia, Pa., where he was stationed at the time of his appointment as head of the Corps. He capably filled the office of Commandant for approximately fourteen years and was well liked not only by the personnel of the Corps but by the people generally. In addition to his duties as Commandant he took an active interest in civic and social matters in Washington and vicinity.

#### CUSTOMS AND DISCIPLINE OF THE EARLY CORPS

The severe and rather brutal methods for enforcing discipline as practiced in the navies of that time was adopted by the Marine Corps shortly after its establishment. Commanding officers had large powers in administering punishment, while general courts martial and courts martial were authorized by law. The former was deemed to be convened only by the President, while the commanding officer could convene a court martial of only three officers who performed all the necessary legal functions of the court. Flogging was the most usual form of punishment awarded both by courts and

commanding officers. The law of 1799 limited the number of lashes by the cat of nine tails to twelve, which could be awarded as the commanding officer's punishment. An act of Congress in 1800 permitted the liberal allowance of one hundred lashes to be awarded by the general courts martial. The lashes were laid on at the tap of a drum and occasions of flogging were made somewhat of a ceremony. Other punishments, which are now considered humiliating, such as shaving the head or half the head, drumming a man out of garrison, sentence to hard labor with ball and chain, and, if the culprit were addicted to too much drinking, he might be sentenced to wear drunkard's dress. Taking away the rum ration which was then allowed in all branches of the service was a common form of punishment for cases of drunkenness. Commandant Wharton, who did not look with great favor on the rum ration, on one occasion ordered it to be so highly diluted that it was impossible for the Marines to drink it in sufficient quantity to obtain any effect therefrom.

#### RATIONS AND QUARTERS

The rations allowed to Marines in the early days of the Corps consisted of only a very few items and were valued at from 15 to 17 cents per day. Rented barracks were provided for the Marines in Washington during the winter months but in order to economize they were placed in camp during the summer. Washington was at this time in its early stages of development and Marines were called upon to guard public buildings as well as distinguished personages who were in need of special protection.

The Marine Band was established not long after the Corps was authorized and soon earned a reputation for being the best band in the vicinity of Washington, where during the first three years of its existence it was the only public band. As early as New Year's, 1803, it played at the White House reception and later in the same year at official parties given at hotels in the city. It also played at other official and semi-official public occasions. In brief, it early assumed the role which it has carried on throughout the history of the Corps.

In addition to duty at the National Capital, regular stations for Marines came into existence at Portsmouth, N. H., Boston, New York, Philadelphia and Norfolk within a few years after the Corps was established. One first lieutenant and 21 Marines seems to have been approximately the standard garrison for Marine barracks at navy yards during the early years of the Corps' history. It was difficult to maintain even this small number of men during the time that the greatest number of Marines were on sea duty.

#### UNIFORMS

Regulation uniforms for both officers and enlisted men of the Corps were gradually developed during the first few years of its history. The period was one in which extremes of design in service uniforms were still in vogue. Spectacular uniforms of Europe, many of which had been seen of course on various European troops in America during the Revolution had its influence on the design of uniforms for the early Marine Corps. The uniforms worn by the Army prior to the organization of the Corps were copied in some detail in Marine Corps uniforms. At first the uniform which had been worn prior to the establishment of the Corps by the Marines and officers while serving under the jurisdiction of the War Department was continued in use.

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The officers wore long blue coats, red lined, with long, red lapels, standing collars, slash sleeves with red cuffs, skirts and pocket flaps, red vests and blue breeches. The coats were lavishly trimmed with buttons of yellow metal carrying a foul anchor and an American eagle. Buttons were lavishly used for ornamentation on the lapels, collars and sleeves of the coats. The officers wore one or two gold epaulettes according to their rank, which was indicated in the case of the junior officers according to which shoulder the epaulette was worn on. Captains and above wore two epaulettes and their rank was indicated by other devices. The uniform of enlisted men was not so elaborate but still showed considerable display of color and ornamentation. The coats and pantaloons were blue trimmed in red, while red belts and vests were worn as part of the uniform. Cocked hats continued to be worn as during the Revolutionary period and black leather stocks were early adopted as part of the uniform, hence the term "Leathernecks." The hair was worn queued and powdered according to the custom of the times.

As the period up to the War of 1812 progressed the uniform underwent a considerable number of changes and refinements. Prior to 1804 the uniformity of design was attempted by merely writing letters to all concerned. In that year the first formal uniform order was issued by the Secretary of the Navy, which practice continued thereafter. The wearing of a scarlet sash came into vogue then and continued for nearly one hundred years. Black boots were prescribed for officers in lieu of the former black stockings and low shoes. Elaborate high caps with plumes were worn on certain occasions. The red on all uniforms was considerably reduced and the double breasted coat came into use for the uniforms of both officers and enlisted men. Trousers similar to those worn by officers were prescribed for enlisted men, while the plumed cap superseded the former cocked hat. The short coat of the enlisted men was replaced by a cutaway coat similar to that worn by officers. The white cross belting for carrying articles of equipment continued in use throughout the period. Black cloth gaiters were prescribed as part of the enlisted men's uniform and provisions were made for the use of linen uniforms for summer.

The early Commandants showed a great deal of concern about the design and manner of wearing the uniform. Officers on parade and on courts martial were expected always to appear in their most formal attire. The uniforms were ordinarily made for both the officers and enlisted men by local tailors and considerable difficulty was encountered in maintaining uniformity of design. The procurement of suitable cloth and other materials for making uniforms was always difficult.

As provision was made for more field officers in the Corps two epaulettes were worn only by those grades, while a captain wore a gold epaulette on the right shoulder and a gold counter strap on the left. Lieutenants' ranks were indicated by the position the one epaulette was worn as previously mentioned.

### THE WAR WITH THE BARBARY CORSAIRS

While every effort was being made to reduce the cost of the naval establishment by selling ships, placing others out of commission and reducing the personnel of both the Navy and the Marine Corps, serious difficulties were beginning to arise with the different Barbary States extending along the north African Coast from Egypt to the Atlantic. Peace with France had scarcely been concluded

before a squadron of four vessels under Commodore Richard Dale was despatched to the Mediterranean to protect American commerce from the depredations committed by the Barbary Corsairs. The Squadron arrived at Gibraltar on July 1, 1801, and began a series of blockade and convoy operations and carried out diplomatic missions supported by demonstrations of force. Thus began a period of warfare which continued until the strength of all the Barbary States had been forever crushed. The principal duty of the Navy as well as the Marine Corps was to carry on these operations in the Mediterranean for the next few years. The naval officer in charge of the several Mediterranean squadrons which followed usually acted as diplomatic agent to negotiate treaties with the Barbary powers. They were at times assisted by special representatives sent out by the State Department.

The principal trouble maker to American commerce was Tripoli, but the other Barbary States were always sympathetic to that country and openly or secretly aided it. The Pasha of Tripoli had become dissatisfied with the treaty he had made with the United States, as he believed some of the other Barbary States had been able to procure more favorable terms with us. After some heated discussions with the American Consul Cathcart on May 10, 1801, the Pasha declared war on the United States and a few days later cut down the flagstaff from the American Consulate. The Tripolitan corsairs then proceeded to search for American prizes, but with little success.

The combined naval strength of the several Barbary States was considerably in excess of that which it was possible for the United States to place in the Mediterranean. The Barbary States were sufficiently removed from each other, however, to be dealt with separately. Dale's squadron was able to produce a considerable restraining effect by making a show of force off Algiers and Tunis as well as off Tripoli. The most outstanding event of his cruise was the gallant capture of a Tripolitan vessel by the *Enterprise*. Dale's squadron was hopelessly inadequate to deal with the situation and was often prevented from carrying out operations because of adverse weather conditions. Dale remained in the Mediterranean until March, 1802, but accomplished little else of importance.

In the meantime it had become evident to our Government that additional naval forces were necessary if the Barbary Corsairs were to be brought to terms. Congress authorized the manning of additional vessels to be sent to the Mediterranean to be used in any manner that the state of war justified. Pursuant to this policy, Commodore Morris was ordered to proceed to the Mediterranean on the *Chesapeake* and the number of ships allowed on that station was increased to ten. Morris sailed from his base at Malta with part of his squadron for Tripoli in January, 1803, but was forced back by a storm. During the following month he sailed for Tunis instead in an effort to make peace with that country, but failing to accomplish this, he withdrew to Gibraltar. Early in May three vessels of the Squadron were sent to Tripoli, where they bombarded the forts and later captured and made prize the Tripolitan vessel *Meshouda*. On May 22 the *New York*, *Enterprise*, and *John Adams*, while cruising off Tripoli, discovered several Tripolitan merchantmen which they chased toward the harbor and drew out a number of gunboats which came to rescue their country-

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men. A brisk fire ensued during which the merchantmen escaped into port and the enemy gunboats then returned into the harbor. During the following night the merchant ships were hauled on shore and breastworks of stone and bags of wheat built to protect them. The boats of the American Squadron under Lieutenant David Porter were sent in with a landing force of Marines and sailors to destroy the vessels. A brisk fight ensued. The enemy were driven from their breastworks, the vessels were set on fire and the landing party regained its boats and withdrew. Porter was himself wounded and lost a number of men in this operation. A few days later the Tripolitan gunboats again ventured out of the harbor but were soon forced back to the protection of their shore batteries by the fire of Morris' Squadron. Morris then attempted to negotiate a peace with the Pasha but his proposals were rejected and Morris returned to his base at Malta, where he relinquished the command of the squadron, having accomplished very little.

Captain John Rodgers was, in the meantime, left in command of the blockading ships off Tripoli. On May 21 a large enemy vessel was discovered anchored just offshore and attacked by the American vessels. Nine enemy gunboats came out from the harbor to help protect the beleaguered vessel. The gunboats were driven off and the enemy abandoned the vessel but later returned and blew it up. The blockade of Tripoli was for the time being abandoned for lack of proper naval equipment for attacking the shore defenses. Light draft gunboats were necessary in order to do any effective damage against the city itself. The Mediterranean Squadron was again reorganized and placed under the command of Commodore Preble in the fall of 1803 but was not sufficiently strengthened for effective operations against Tripoli. Preble succeeded in making a treaty with Morocco, however, after carrying out some operations and making a show of force against that country.

Preble then resumed the blockade of Tripoli with the *Philadelphia* and *Vixen*. On October 31 the *Philadelphia* ran upon some hidden rocks a few miles to the eastward of Tripoli while pursuing some of the enemy cruisers. After four hours of futile effort to refloat the ship, during which no particular attack was made by the enemy, Captain William Bainbridge hauled down his colors, surrendering his vessel. The entire crew were made prisoners under the most trying conditions which at times amounted to the most cruel form of oriental slavery. Much to the surprise and chagrin of the officers and crew, the ship was refloated by the Tripolitans and brought into port. In spite of the disaster the American Squadron continued the blockade. Some small brigs and gunboats had at last been added to the Squadron and with these and other vessels several attacks were made against both the enemy's vessels and land defenses during which considerable damage was inflicted, but with a loss of fifty killed and wounded of the American forces. The Pasha offered peace, but still at the price of tribute, which Preble promptly scorned. Plans for offsetting the loss of the *Philadelphia* were in the meantime formulated while awaiting suitable weather conditions. On February 16, 1804, a select detachment of seventy officers, seamen and Marines were transferred to the captured ketch *Intrepid* under Lieutenant Stephen Decatur and on the following night executed one of the most daring feats in the history of our navy. Decatur sailed boldly into the inner harbor, where the *Philadelphia* was lying under the protection of the coast defenses, boarded her and surprised the Tripolitan crew. Decatur soon had complete control of the vessel, then set

it on fire in a number of places and calmly waited until the fires had begun to leap from the ports and finally withdrew in the face of a heavy fire of the enemy, without the loss of a single life. The *Philadelphia* burned to the water's edge and the wrath of the Pasha was unbounded. The crew of the *Philadelphia* continued in prison until a treaty of peace was concluded with Tripoli nineteen months after they had been captured. In the meantime their lives were preserved only by the hopes that they would be redeemed with substantial ransom.

The effect of the news of the loss of the *Philadelphia* in Washington was very pronounced. All of the ships which were held in ordinary were ordered placed in commission and sent to the Mediterranean. These vessels with those already in the Mediterranean carried approximately nine Marine officers and four hundred Marines—four-fifths of the enlisted strength of the Corps. With these increased forces the war against Tripoli was pursued with renewed vigor and the other Barbary States were brought to realize the increasing power of the United States.

Commodore Barron, the new squadron commander, became extremely ill shortly after arriving on his new station and practically transferred the active command of the ships to Captain John Rodgers. Rodgers kept up an effective blockade of Tripoli and cruised to various parts of the Mediterranean but had very few contacts with enemy vessels. The ships of the squadron were shifted from the task of blockading Tripoli to cruising, while three small vessels were assigned to support another undertaking which is probably the most interesting from the standpoint of Marine Corps history.

The ruling Pasha of Tripoli, Jusuf Karamali, who had succeeded to that position prior to the outbreak of the war with the United States, was in reality an usurper who had succeeded to that position in spite of the fact that he was the youngest of three sons. He had murdered his older brother and took control in the absence of Hamet, the next in line. Jusuf held Hamet's wife and children as hostages while Hamet took refuge first in Tunis and then in Egypt. The United States hoped that if it befriended Hamet and assisted him in regaining his throne he would then be willing to make a favorable treaty. William Eaton, a former captain in the United States Army, who had had considerable diplomatic experience in the Barbary States, was chosen as the agent to attempt to carry out the restoration of Hamet. He arrived in the Mediterranean with Commodore Barron in the summer of 1804. Eaton was reasonably sure that if restored to his rightful heritage Hamet would be friendly towards the United States, but his first and one of the most difficult problems was to locate the banished monarch. This he succeeded in doing after considerable search. Hamet had taken refuge several hundred miles up the Nile among the Mamelukes. Eaton was conveyed to Egypt in November, 1804, on the *Argus* and after considerable difficulty contacted Hamet and with him began collecting an expeditionary force for an advance against Tripoli. Eaton acted as commander-in-chief of the force and was accompanied by Lieutenant Presley N. O'Bannon of the Marine Corps, Midshipman Peck, one sergeant and six privates of the Marine Corps. The expedition further consisted of thirty-eight Greeks, two of whom were officers, Hamet and his immediate following of ninety men, a party of Arabian cavalry and a number of footmen and camel drivers.

Eaton made arrangements for the *Argus* with reinforce-

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ments and supplies to join him near Derne while his column marched west across the Libyan Desert, along the shore of the Mediterranean. Eaton's motley army finally set out about March 8, 1805, on what proved to be the most trying and difficult march in which Americans have participated. Disaffection broke out almost immediately and a revolt occurred which repeated itself in various degrees of seriousness throughout the entire six hundred miles' march to Derne. Time after time the owners and drivers of the camels threatened to turn back and demanded pay for the entire march in advance, which they were given at the cost of emptying the pockets of all Christians in the expedition. The expedition repeatedly received rumors that Derne had been reinforced, greatly discouraging the African troops and even at times causing Hamet himself to want to turn back. The advance was only about half as fast as had been expected, with a resultant shortage of supplies, especially food. On April 8 a serious mutiny occurred during which the disaffected faction was drawn up in battle line facing the Christian contingent, who were also prepared to give battle. Only with great difficulty was serious bloodshed avoided and the African troops persuaded to resume the march in fear of starvation if they did otherwise.

Finally on April 15 the column reached Bomba with its food supplies exhausted and no American naval vessel in sight in accordance with the previous arrangements. On the following day, however, the *Argus* arrived and on the succeeding day the *Hornet* with the much needed provisions for the expedition. Eaton had asked for and expected to be joined by one hundred Marines for the remainder of the march and for the attack on Derne. Commodore Barron agreed to no such arrangements, however, and the only assistance Eaton received in addition to the supplies was the service of two midshipmen who had been with him previously in Egypt. The column, which had been augmented by a contingent of several hundred tribesmen who had joined the expedition some time previous to its arriving at Bomba, resumed the march April 24. Conditions during the remainder of the march were less difficult, but reports continued to be received that enemy reinforcements were approaching Derne from the west and would probably arrive there in time to prevent its capture, but the reports were greatly exaggerated. Jusuf had learned of the approaching expedition and knew that American naval forces were operating with it. This caused Jusuf great concern and doubtless made him more receptive to proposals for peace which were at the time being made. Eaton was somewhat broken by the trying conditions of the long march and disheartened by the discouraging situation which confronted him but courageously pushed on even when Hamet and his followers and the Arab contingent of his force showed little desire for a determined assault upon Derne. As the walls of the city were approached the Arabs again mutinied and the camel train went to the rear. Eaton promised them handsome bribes and again they joined in the advance. The column camped the night of April 25 on a hill overlooking Derne to the southeast of the town. The garrison of the town was estimated to be about eight hundred disposed for its defense and determined to fight it out. The Governor haughtily rejected Eaton's demands for surrender while buildings throughout the town were loop-holed for a determined defense.

The few Marines, 24 gunners with one gun, and 36 Greeks under O'Bannon's command attacked the town

from the southeast while Hamet with some Arabs passed to the southwest of the town and attempted to attack in that direction. The three small American naval vessels bombarded the harbor forts as well as that part of the town in O'Bannon's front. The fort was silenced but both advances on the town were definitely stopped by the defenders. The situation was desperate, as enemy reinforcements were known to be approaching. Eaton knew that his only chance of capturing the town was before the enemy reinforcements arrived. He gathered up the few remaining Americans and Arabs and went to O'Bannon's assistance. Upon his orders O'Bannon's troops were slightly withdrawn and together with Eaton's small force formed a charge. With a boldness that has seldom been equalled in our history they assaulted the town, drove the enemy out of that part of it they were attacking and O'Bannon and his Marines seized the harbor fort, where they raised the Stars and Stripes for the first and only time in that part of the world prior to the World War. The Marines turned the guns of the fort on the Governor's Castle and completely demoralized the defenders of the town, who promptly began to retreat while Hamet advanced and captured the Castle. In spite of several reverses, Derne was completely in the hands of Eaton's forces within two hours after the beginning of the attack and the Arab cavalry were pursuing the retreating enemy columns. Most of the inhabitants of the town promptly declared their allegiance to Hamet. The attackers had suffered thirteen of the Christians wounded, including two Marines. Private John Whitten was killed and one of the wounded Marines, Private Edward Steward, died shortly afterwards.

Eaton immediately set about organizing Derne for defense. The guns of the harbor fort were shifted to cover the town and a fort was constructed on a bluff to the southwest which also dominated the town and its approaches from the west. The ruins of this latter fort are still known as the "American Fort." By May 8 a considerable force of Tripolitan troops had arrived in the vicinity and began to surround Derne and made repeated attempts to recapture it. With the aid of the forts, the guns of which the Tripolitans did not care to face, Eaton succeeded in retaining the control of Derne in spite of several attacks until he was ordered to evacuate it by Commodore Rodgers early in June. The withdrawal proved somewhat difficult, since it was necessary also to embark Hamet and his troops as well as the Christian forces while the enemy was still besieging the town. The *Constellation*, which had arrived, placed some additional Marines ashore to help cover the embarkation. The Greeks and Hamet with his suite were embarked under the cover of the Marines, who together with Eaton were the last to withdraw. In the meantime peace had been negotiated with Tripoli by Tobias Lear, Consul General to Algiers and special agent of the United States for negotiation of peace with Tripoli. Hamet was taken to Syracuse and temporarily made a pensioner of the United States. Hamet is said to have presented O'Bannon with a sword which Hamet carried while with the Mamelukes in Egypt. That sword is supposed to have been of a pattern later called the Mameluke Sword which with a slight interruption has been the sword of the Marine officers since a few years after the Tripolitan War.

Eaton was bitterly disappointed over the failure of his project. He later received as a reward for his services a year's pay as captain in the Army and a grant of land. O'Bannon was commended for his bravery and presented a handsome sword by the State of Virginia, but feeling

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neglected in receiving no promotion, not even a brevet, he resigned from the Marine Corps in 1807. It appears that he was the least rewarded of any of the American officers of the expedition in spite of the outstanding services which he rendered. His distinguished service later received substantial recognition by the naming of a destroyer of the U. S. Navy in his honor in 1917.

### EXPEDITION AGAINST TUNIS

A few months after making peace with Tripoli the Mediterranean Squadron was reinforced by eight gunboats which had been sent over from the United States, giving the Squadron a total of seventeen vessels—the largest fleet the American Navy had ever had. In July, 1805, Rodgers, who had been made the new commodore of the Squadron, concentrated most of his forces in the Bay of Tunis. The Bey of Tunis had been particularly insolent to American commanders on previous occasions and Rodgers was determined to use his forces to bring about a satisfactory adjustment in our relations with that country. The Bey was extremely incensed over Rodgers having captured some of his vessels and was much given to bluffing during the succeeding negotiations. After several days of negotiation during which both Rodgers and the Bey used all manner of threats against each other, the latter grew more conciliatory and agreed to send an ambassador to Washington. Rodgers sent the ambassador to Washington on the *Congress*, where he arrived November 29. Rodgers' success at Tunis greatly astonished the representatives of other foreign countries when they saw one of the Barbary States thus humiliated by the new American Republic. The remainder of the year 1805 was spent by Rodgers in affording general protection to American commerce in the western Mediterranean.

When Jefferson learned of the treaty with Tripoli he ordered most of the vessels of the Mediterranean Squadron to return to the United States. Rodgers had undertaken his expedition against Tunis prior to the receipt of these orders and took the liberty of delaying in complying with them until the affair with Tunis was settled. Rodgers finally returned to the United States in June, 1806, leaving only the *Constitution*, *Enterprise* and *Hornet* in the Mediterranean. Thus ended the series of wars with the Barbary corsairs which had occupied practically the entire strength of our navy for about five years. The last of our ships in the Mediterranean returned to the United States in August, 1807.

### DISTRIBUTION OF PERSONNEL

The actual strength of the Marine Corps at the close of the year 1807 was twenty-six officers and 720 enlisted men, distributed at various stations in the United States and on ships of the Navy as shown in the following table. While the actual strength at this time somewhat exceeded that of the years immediately following the first peace establishment act of Congress, it was considerably below that authorized by the Act of March 2, 1799, and remained about the same until the Act of March 3, 1809, which effected a substantial augmentation of officers in the Corps and brought the authorized strength of the enlisted personnel up to 1,823 in number. The Act increased the Marine Corps by one major, two captains, two first lieutenants, 185 corporals, and 594 enlisted men, distributed to various stations and ships of the Navy as indicated in the following table.

At the beginning of the year 1812 the actual strength of the Marine Corps approximated its authorized strength for the first time and, due to the approaching war with

Great Britain, was soon to acquire an increase which brought the Marine Corps up to a strength that was not equalled until the outbreak of the Civil War.

## STRENGTH AND DISTRIBUTION, 1807

| Station                      | Officers | Enlisted Men |
|------------------------------|----------|--------------|
| Headquarters, Washington     | 10       | 152          |
| Boston                       | 2        | 49           |
| New York                     | 2        | 46           |
| Philadelphia                 | 2        | 28           |
| Baltimore                    | 1        | 22           |
| Norfolk                      | 2        | 44           |
| New Orleans                  | 2        | 45           |
| Ship                         |          |              |
| Constitution                 | 1        | 51           |
| Chesapeake                   | 2        | 52           |
| Hornet                       | 1        | 18           |
| Wasp                         | 1        | 23           |
| Revenge                      |          | 12           |
| New York Flotilla (Gunboats) |          | 95           |
| Norfolk Flotilla (Gunboats)  |          | 83           |
| Total                        | 26       | 720          |

## STRENGTH AND DISTRIBUTION, 1809

| Station                       | Officers | Enlisted Men |
|-------------------------------|----------|--------------|
| Washington                    | 14       | 155          |
| New York                      | 1        | 33           |
| Boston                        | 1        | 33           |
| Philadelphia                  | 1        | 44           |
| New Orleans                   | 3        | 160          |
| Baltimore                     |          | 8            |
| Ship                          |          |              |
| Constitution                  | 2        | 57           |
| President                     | 2        | 57           |
| United States                 | 1        | 57           |
| Chesapeake                    | 2        | 49           |
| Essex                         | 1        | 36           |
| John Adams                    | 1        | 30           |
| Wasp                          | 1        | 21           |
| Hornet                        | 1        | 25           |
| Argus                         |          | 18           |
| Siren                         | 1        | 24           |
| Vixen                         |          | 14           |
| Ferret                        |          | 14           |
| Nautilus                      |          | 17           |
| Enterprise                    |          | 15           |
| Revenge                       |          | 5            |
| Gunboats at Charleston, S. C. | 1        | 32           |
| Total                         | 33       | 943          |

## EAST FLORIDA

Perhaps the most important experience of the Marines during the close of the period just preceding the War of 1812 and overlapping slightly into the period of that war was that of a detachment of Marines commanded by Captain John Williams in a series of operations in conjunction with the Navy, Army and with Georgia volunteer troops in East Florida. Florida, it will be recalled, was still a Spanish possession, but due to the general chaotic conditions in Europe and to the fact that Spain was just beginning to recover from being conquered by Napoleon, Spanish authority in the American colonies was practically non-existent. This condition was particularly true in Florida. West Florida had established its independence from Spain and was

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annexed to the United States just prior to the beginning of the operations in East Florida. The United States Government greatly feared that Great Britain was about to assume possession of East Florida. To further complicate the situation our non-importation laws had resulted in a considerable smuggling trade of British goods into the United States over the frontier between Georgia and East Florida. Amelia Island lying off the coast of Florida just beyond the mouth of the St. Mary's River which then formed the southern boundary of the United States was a veritable nest of smugglers.

In January, 1811, Congress authorized secretly steps to be taken towards the eventual taking over of East Florida permanently if possible, otherwise temporarily to prevent it from falling into the hands of the British. American commissioners began to operate in the area soon afterwards while United States troops went into position just north of the St. Mary's River. A number of gunboats were sent to the vicinity ostensibly to break up the smuggling trade while a detachment of marines consisting of two officers and forty-seven enlisted men was sent on the brig *Enterprise* to aid in the operations. The Marines established a regular garrison on Cumberland Island just off the coast of southeastern Georgia on May 4, 1811, and were instructed to cooperate with both the Army and the Navy. In order to accomplish their mission without an open break with Spain the commissioners resorted to the secret use of so-called patriots who were induced to join the adventure by the promise of five hundred acres of Florida land. They were organized and armed in Georgia preparatory to an advance into East Florida.

After much delay the "patriots" advanced on March 17, 1812, to capture Fernandina, on Amelia Island, which was then held by a garrison of ten Spanish soldiers. Nine American gunboats, under the command of Commodore Hugh Campbell, took up position just off the town with their guns pointing at it while the "patriots" advanced and demanded that the Spanish surrender. The Spanish commander seeing the hopelessness of the situation complied with the demand. That the action of the American gunboats was purely a bluff is evident from the fact that they had strict orders not to fire under any condition. Both the Army and the Marine Corps appear to have simply looked on during these operations, but as soon as the "patriots" had gained possession of the Island the Army Commander, taking Captain Williams' Marines with his own forces, occupied Amelia Island. The "patriots" followed by the Regular Army troops then advanced by marching and boat transportation furnished by the Navy on St. Augustine, leaving the Marines to hold Amelia Island.

In the meantime Governor Mitchell, of Georgia, had been made the American commissioner and placed in command of all American forces in the vicinity. The Secretary of the Navy tried to extricate the Marines from this unauthorized foreign war, but their orders to withdraw were countermanded by Mitchell, who insisted that they continue in the operations. The Army and the "patriots" soon found themselves involved with maintaining a difficult line of communications through hostile Indian country and called upon Captain Williams with his Marines to escort wagon trains and other convoys enroute to the advanced position near St. Augustine. This little Marine detachment appears to have made several trips on this convoy duty and was for a short time with the Army near St. Augustine. On September 12, 1812, while convoying a train and some vol-

unteer troops Williams was ambushed by a large band of Indians, whose hostility towards the Americans was long standing, and a desperate fight ensued. The Marines finally succeeded in driving off the Indians, but only after one of their detachment was killed and scalped and seven others were wounded. Williams was himself wounded eight times and died a few weeks later. The command of the Marine detachment then fell to Lieutenant Alexander Sevier, who carried on several other operations against the Indians. In November, 1812, in conjunction with a detachment of the Army and some volunteers the Marines carried the war into the Indian country and destroyed the villages of the Indians who had ambushed them. In the meantime the War of 1812 had begun but Sevier and his Marines continued in East Florida until May, 1813, when they withdrew by sea and returned to Washington in time to participate in the futile effort to save the Capital.

The Anglo Saxon tradition that Marines are a necessary part of an efficient naval service asserted itself when the Government of the United States set about to organize a navy under circumstances which demanded either an adequate naval defense or national humiliation and complete subjugation of our maritime commerce to the stronger nations of the world. The services rendered by the Marines during the American Revolution were no doubt vividly recalled by Congress when it made the initial step to build up an American navy in 1794. The first thought with regard to Marines was for them to be of the same status as the Continental Marines during the Revolution. The idea soon developed however, that Marines could be made more efficient by having an organization of their own and from this idea grew the Act of Congress which established the Marine Corps July 11, 1798. The consolidation of the somewhat scattered Marine detachments of the several naval vessels of the United States into an organization having its own *esprit de corps* and feeling of unity developed very rapidly during the first few years of the Marine Corps' existence. The Marine Corps during its formative years was perhaps more closely attached to the Navy than it has been in more recent years. It performed few duties other than those closely integrated with the naval service. The Corps was born during the energetic times when the struggling little Republic was making a desperate effort to organize a military-naval service with which to defend itself and maintain its national honor. When only a few weeks old the Corps was thrown into war and scarcely had a breathing spell between different bellicose outbreaks in which it was called upon to make its utmost exertions until after the close of the War of 1812. Its fighting spirit as well as that of the Navy developed to a degree that has caused the American people to look to this early period of our naval history as its most brilliant achievement. The naval war with France and its attendant experience in the West Indies was almost immediately followed by the long war with the Barbary corsairs. In each of these periods of hostility the Marine Corps rendered most of its service to the nation by doing its bit in furnishing part of the crews for the vessels of the Navy. Towards the close of the period covered by this article the Marine Corps had its first experience on duty with the Army. It gradually extended its shore activities by furnishing Marine detachments to the navy yards and naval stations as they grew up in different important posts of the country. In brief, the Marine Corps during the first few years of its history found practically all of its future missions with the exception of independent expeditionary forces.

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WASHINGTON, D. C.**BASES AND THE MARINE CORPS**

(Continued from page 57)

at or near Puerto Rico would urgently be called for, yet while we have owned this position for a generation no fleet base has even been started there.

Turning to the Pacific, with its vast distances, our deficiency of bases is even more striking. A great expansion of the modest facilities on Oahu is urgently called for, if our fleet is to be capable of maintaining a reasonable proportion of its theoretical fighting power in that highly strategic vicinity.

Bases must also be available at points along our routes of trade, from which our patrols may operate to protect our commerce from enemy raiders, and to afford refuge for our merchantmen in emergency. As these bases are required for our use, it is likewise necessary that the enemy be denied bases from which he may conduct operations.

In any case, our fleet must have adequate bases in localities where concentrated fleet operations will be called for. In absence of the acquisition in peace time of requisite bases it will be necessary at the outbreak of hostilities to seize, probably against enemy opposition, and defend those places which it is desired to establish bases, and likewise those points which it is desired to deny to the enemy.

The mission of the United States Marine Corps is to support the fleet in seizing and defending bases. To provide this military support of the fleet, the Marine Corps maintains a force of all military arms, trained and equipped for this purpose. This organization is designated the "Fleet Marine Force." It is an integral unit of the fleet and is under the command of the Commander-in-Chief of the fleet. It is specially trained in landing operations on hostile shores, and maneuvers annually with the fleet, engaging in problems, which involve actual landings and the defense of bases.

This Fleet Marine Force, when fully organized to meet the needs of a Treaty Navy, will consist of swiftly moving infantry brigades, with accompanying light batteries, aviation, portable guns and anti-aircraft weapons of the lightest and most modern type to defend from sea and air the bases gained. When the Treaty Navy is completed, all elements of this force will be actually organized with regular Marines at fifty per cent of their war strength; Marine Corps reserves on mobilization will fill its ranks.

The value of the Marine Corps as an element of national defense depends upon the service it can render the fleet. It is its legitimate role in the defense of the Nation.

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